

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 21,556 號陸拾伍百捌拾壹萬式第 日陸拾月陸辰戊 HONG KONG, WEDNESDAY, AUGUST 1st, 1928. 叁拜禮 日壹月捌年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon ... Dep.	6.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.30	5.42	7.30
Yau Ma Tei ... Dep.	6.49	8.14	8.39	9.19	10.09	12.24	1.24	2.44	3.09	4.39	5.51	7.39
Shatin ... Dep.	7.01	8.26	8.51	9.31	10.21	12.36	1.36	2.56	3.11	4.41	5.53	7.41
Tai Po Market ... Dep.	7.10	8.35	9.00	9.40	10.30	12.45	1.45	3.05	3.20	4.50	6.02	7.50
Tai Po ... Dep.	7.20	8.45	9.10	9.50	10.40	12.55	1.55	3.15	3.40	5.10	6.22	8.10
Fanning ... Dep.	7.30	8.55	9.20	10.00	10.50	13.05	2.05	3.25	3.50	5.20	6.32	8.20
Sham Shui ... Dep.	7.40	9.05	9.30	10.10	11.00	13.15	2.15	3.35	4.00	5.30	6.42	8.30
Sham Shui ... Arr.	7.41	9.06	9.31	10.11	11.01	13.16	2.16	3.36	4.01	5.31	6.43	8.31
Canton ... Arr.	—	—	12.40	—	5.38	—	—	—	—	7.28	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton ... Dep.	—	—	—	8.05	—	—	—	—	—	—	—	8.30
Sham Shui ... Dep.	7.18	8.05	10.35	11.05	11.58	2.58	4.39	5.49	6.45	8.45	—	7.04
Sham Shui ... Dep.	7.25	8.12	10.42	11.12	12.03	3.05	4.46	5.56	6.52	8.52	—	—
Fanning ... Dep.	7.30	8.18	10.47	11.17	12.07	3.10	4.50	6.00	6.10	—	—	—
Tai Po Market ... Dep.	7.40	8.28	10.57	11.27	12.18	3.21	5.00	6.10	—	—	—	—
Tai Po ... Dep.	7.44	8.31	11.01	11.31	12.22	3.25	5.04	6.15	—	—	—	—
Shatin ... Dep.	7.57	8.44	11.14	11.44	12.35	3.39	5.17	6.28	—	—	—	—
Yau Ma Tei ... Dep.	8.11	8.58	11.28	11.58	12.48	3.51	5.29	6.40	—	—	—	—
Kowloon ... Arr.	8.17	9.02	11.32	12.02	12.54	3.57	5.35	6.46	7.28	7.44	—	—

(SUNDAYS AND PUBLIC HOLIDAYS ONLY.)

First Class Only.

Will Stop at any Station on Request.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

R. BAKER, Manager.

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG-CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only)
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays 4.30 P.M. only)

HONG KONG-MACAO LINE.

From Hong Kong: 9 A.M. & 2 P.M. (Week days only)
From Macao: 8 A.M. & 2 P.M. (Week days only)

EXCURSIONS TO MACAO.

ON SUNDAY, THE 5TH AUGUST AND ON MONDAY, THE 6TH AUGUST (BANK HOLIDAY).

S.S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9 A.M. and from Macao at 3.30 P.M.

RETURN SALOON PASSAGE FARE: \$5.00.

Above Sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

TWO SCHEMES.

- (1) The CHILDREN'S EARLY PROVIDENT SCHEME. Combines the very latest and best features of Assurance and Investment for the benefit of the Child.
- (2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to business men.

DODWELL & CO., LTD.

AGENTS.

2, QUEEN'S BUILDING

PERFUMES

MANUFACTURED BY

RIGAUD, PARIS.

"FLORE DIVINA"

EXCELLENT SCENT.

PRICE: 50 Cts. per bottle.

OBTAINABLE FROM

VICENTE ATIENZA & CO.

AGENTS.

No. 54, NATHAN ROAD,

KOWLOON.

TEL. K. 55.



Our London Letter.

EARL OF ATHLONE IN LONDON.

THE LONDON POLICE FORCE.

NEW CHIEF COMMISSIONER.

WIDESPREAD INTEREST IN LORD BYNG'S APPOINTMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 6th.

The Earl of Athlone, Governor-General of South Africa, has arrived in London on six months' leave, and was greeted by the Prince of Wales at Waterloo Station. With the Earl were Princess Alice (Countess of Athlone) and Lady May Cambridge. Prince George, Princess Victoria and Princess Beatrice welcomed them with the Prince of Wales. During a good part of his stay here Lord Athlone will remain in London, and he will return to South Africa in the early part of the winter. When the Prince of Wales and the Duke of Gloucester visit the Cape, as mentioned in my letter last week, they intend to spend Christmas with Lord Athlone at Government House. Since his arrival the Earl has been invested as a Knight of the Garter at Buckingham Palace.

Lord Byng's New Appointment.

The fact that Viscount Byng of Vimy is to leave his retirement in a few months time to become Chief Commissioner of the Metropolitan Police has created a mild sensation. An impression is conveyed that something is wrong with the Force. It was certainly a little unfortunate that the official announcement of Sir William Horwood's retirement as Commissioner was made just now when the Tribunal appointed by Parliament to inquire into police action in regard to the Savage case is preparing its findings. There is no connection between the retirement and the recent prosecution concerning morals in Hyde Park; but colour is given to the supposition that such is the fact. Sir William Horwood's resignation dates from February last, before Miss Savage was heard of.

But the Home Secretary, Sir William Joynson-Hicks appears to have been thrown somewhat off his balance by recent events; and this view is strengthened by his announcement in Parliament that Lord Byng is taking on the job of Chief Commissioner in response to "a very stern call of duty." This exalted note raised a shout of laughter in the House of Commons, and the Home Secretary was speedily brought down to brass tacks. He was reminded that Sir William Horwood is 60, and Lord Byng is nearly 68, and why, therefore, if the former is too old for the post, is the latter chosen when he is older by six years? The official reply was that Lord Byng is the best man that can be found for Commissioner.

The Man For The Job.

There can be no doubt that Lord Byng has all the abilities that are necessary. An objection has been made that the new Commissioner should have been selected from the ranks of the police. But this is one of the half dozen posts that are not open to officers who have gained promotion to high rank on their service and merits. The Commissioner has always been a former military officer. A knowledge of police work is not essential, because there are plenty of technical advisers always at hand at Scotland Yard. What seems to be required now is a man who is a first-class administrator, who has courage and tact, and Lord Byng, who was one of the figures in the Great War, and afterwards Governor-General of Canada, has these qualities.

Nothing Wrong With The Force.

From what has happened it might be supposed by those not closely acquainted with the trend of events from the inside that something is seriously wrong with the Metropolitan Police Force. This is far from being the case. It is now as heretofore the finest police body in the world. But recent happenings have naturally had some adverse effect on at least some section of the police.

(Continued on next Column.)

NEW COAL ORDERS.

S. AUSTRALIA TO BUY IN ENGLAND.

LABOUR EXTREMISTS RESPONSIBLE.

ADELAIDE. The South Australian Government has decided to purchase 8,000 tons of coal from Northumberland because of the high price of coal from Newcastle, New South Wales, which is only 1,100 miles away by sea and rail. From Newcastle, Northumberland, to Adelaide is 11,000 miles.

Mr. Butler, the Premier, says that this is attributable to Labour extremists controlling the coal mining industry. All concessions that the men had demanded had been granted because it had been possible to pass them on to the consumer. South Australia, however, intended to make a stand against this policy.

The Northumberland price was 7s. a ton cheaper than the present Newcastle price, the former being 35s. 6d. a ton on trucks at Port Adelaide. When existing agreements end about six weeks hence the Government will consider the whole of its future purchasing policy.

On the present basis imported coal represented a saving of £100,000 annually.

When the Hyde Park scandal occurred an inquiry was being held in relation to the night life of the West End and street offences in that part of London, arising out of arrests by policemen, and police regulations were called in question. Then came the case of Sir Leo Money and Miss Savage, a rumour in Parliament, public indignation, and the appointment of a special Tribunal to investigate the police treatment of the girl by taking her away from her place of business and putting her under a strict cross-examination at Scotland Yard. The police feel that as a Force they are under suspicion regarding the fair treatment of the public, and that the old, good relations have been disturbed.

In all the circumstances the authorities have acted wisely in appointing Lord Byng to go into the whole question of police administration. With his immense prestige he should be able to effect any reforms that are needed without having his decisions challenged. He is a Viscount, a General, an ex-Governor-General of Canada and therefore a very big gun for a Chief Commissioner of Police. His "stern duty" will be to introduce new methods at Scotland Yard.

The Duty Of The Church.

The Prayer Book controversy has died away to an echo in the far distance, and it may be expected that we have heard the last of the contending parties for some time to come. A new atmosphere was created at the Church Assembly called to consider the situation arising from the rejection of the Prayer Book Measure by the House of Commons. For this the credit is due to the Archbishop of Canterbury. His sound and sane judgment and wide outlook has given a lead to all Churchmen in the country.

Dr. Davidson has often been called an ecclesiastical statesman, and he never deserved the description more truly than in this matter of the Prayer Book crisis. In his address to the Assembly he definitely put the extremists on both sides out of court. There were some who were declaring beforehand for Disestablishment as the only answer to the House of Commons; and there were others who advocated defiance of Parliament by adopting the new version.

The Archbishop denied that the House of Commons had challenged the authority of the Church. By rejecting the Book the House was clearly within its legal rights, notwithstanding that the Prayer Book Measure had passed the Church Assembly. In this he was on sure ground. And what is more, he heaped confusion on the extreme sections in the Church by reminding them that they had set themselves to upset, and had succeeded in upsetting, the votes of the Assembly and the deliberate judgment of the Church as therein expressed. The future as regards the Prayer Book must now be left to those who will follow on.—H.B.

DIARY OF EVENTS.

To-day.

(August 1st.)

Minden Day. K.O.S.B. Minden Swimming Club Kowloon Dock Beach and Highland Dancing.

Queen's Theatre: "The Midnight Rose" at 9.15, Long Tack Sam.

World Theatre: "Sparrows."

Star Theatre: "Three Faces East."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Paul Lecoq) 1.30 p.m.; Europe via Siberia (Chenonceaux), 12.30 p.m.

Thursday.

(August 2nd.)

Annual Meeting Football League Volunteer Headquarters 5.30 p.m.

Queen's Theatre: "The Red Mill" at 9.15, Long Tack Sam.

World Theatre: "Heaven on Earth."

Star Theatre: "After Midnight."

Tea Dance: H.K. Hotel, 4.30 p.m.

Friday.

(August 3rd.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Queen's Theatre: "The Red Mill" at 9.15, Long Tack Sam.

World Theatre: "Heaven on Earth."

Star Theatre: "After Midnight."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Inward: Europe via Suez (Kalyan). Outward: Europe via Siberia (Suigang), 6 p.m.

Saturday.

(August 4th.)

War Declared between Great Britain and Germany 1914.

V.R.C. Night Fete, 9 p.m.

Golf: Captain's Cup and Bogey Pool, Fanning.

Baseball: — Senior Division: South China v. Philippines.

Lawn Bowls: — Division I: Craigengower v. Police; Kowloon Bowling Green v. Kowloon C.C.; Tai Koo v. Kowloon Dock Division; II: Civil Service v. Craigengower; East Point v. Tai Koo; Kowloon C.C. v. Kowloon Bowling Green; Recreation "A" v. Recreation "B."

Tennis: — Third Division: R.A.O.C. v. Chinese "B"; R.A.M.C. v. South China; Chinese "A" v. Y.M.C.A.; Civil Service v. Indian R.O.; Recreation "B" v. Kowloon Indians; Kowloon C.C. v. Recreation "A"; Nippon Club v. Hong Kong C.C.

Queen's Regimental Band Concert Kowloon Cricket Club, 9.15 p.m.

Queen's Theatre: "The Red Mill" at 9.15, Long Tack Sam.

World Theatre: "Heaven on Earth."

Star Theatre: "After Midnight."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails: — Outward: Europe via Marseilles (Kashmir), 10.30 a.m.; Europe via Siberia (Kalyan), 10 a.m.

Sunday.

(August 5th.)

9th Sunday After Trinity.

Golf: Captain's Cup and Bogey Pool, Fanning.

Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.

(August 6th.)

Golf: Captain's Cup and Bogey Pool, Fanning.

Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.

(August 7th.)

United Asbestos Oriental Agency, Ltd., 32nd Annual General Meeting, noon.

Sanitary Board Meeting, 4.15 p.m.

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Glaucus), 2.30 p.m.

Wednesday.

(August 8th.)

Tea Dance: H.K. Hotel, 4.30 p.m.

THE HONGKONG

HONG KONG HOTEL, REFULAY BAY HOTEL.

PEAK HOTEL.

Telegraphic Address: "KREMLIN, HONG KONG."

AND SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL, MARITIME HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS, LIMITED.

In association with

THE GRAND HOTEL DES WAGONS, LTD., PARIS.

KING EDWARD HOTEL

Most Modern and Central Hotel in the Colony, all Bed Rooms newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trains pass in front of Hotel. Most Moderate Rates in the Colony.

Hotel Launch meets all Steamers.

TEA DANCES

MONDAY, WEDNESDAY & FRIDAY 5 to 7 P.M.

(Thirty Tiffin Tickets for \$25 can be obtained at the Office of the above Hotel.)

Tel. Add: "VICTORIA."

Telephone: No. C. 373.

J. H. WITCHELL, Manager.

THE VICTORIA HOTEL

The Only Hotel in CANTON Directly under European Management.

Guides and Trips arranged for and Special Care Taken of TOURISTS.

Cable Address: "VICTORIA."

PALACE HOTEL.

Tel. K. No. 2. Tel. Ld: "PALACE."

Three Minutes from Kowloon Wharf, Ferry Wharf and Railway Station. Entirely under English Management. Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lounges, Bar and Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietress. TERMS MODERATE. Special Terms to Families or applications to—

Mrs. J. H. OXBERRY, Proprietress.

44]

HAIR WAVING.

MRS. BETEN (Trained in PARIS, the only qualified Permanent Hair Waver in Hong Kong) Guarantees the Best Results and Most Natural Looking Waves Large or Small, Flat or Fluffy as desired.—2, PRATT'S BUILDING. For Appointment Phone K. 945.

ON SALE.

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1927.

Revised by Members.

PRICE \$5.

HONG KONG DAILY PRESS OFFICE.

Courtesy, Comfort, Service and Luxuries of Modern Hotel Construction

THE HOTEL RIVIERA

MACAU

Cable Address: "Riviera, Macau."

42

CHATEAU CARBONNIEUX.

A really magnificent Gr bottled at the Chateau

Caldbeck, Macgregor & Co.,

(Incorporated under the Companies Ordinance of Hong Kong)

Prince's Building, 100, Queen's Road, Hong Kong.

SPORTING.

GUNS by W. W. GREENE

WESLEY and SCOTT, and Other

Makers British, French and American.

B.S.A. Air Rifles, and Miniature Rifles, 22 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descriptions.

Agents for W. W. GREENE Ltd., Birmingham.



JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.

6 doz. pts.\$21.40 duty paid.
4 doz. qts.\$23.20 duty paid.

Sole Agents

GANDE, PRICE & CO., LTD.,

Wine and Spirit Merchants.

St. George's Buildings, No. 2, Ice House Street,
Tel. Central No. 135. Hong Kong



Have Your Frigidaire Now

Benefit by its economy
as you pay for it

ITS so easy to have Frigidaire. A visit to our show-room, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy.

Call or 'phone for a demonstration.

FRIGIDAIRE

Product of
GENERAL MOTORS

DEMONSTRATION MODELS ON VIEW AT
OUR OFFICES AND AT

THE HONG KONG ELECTRIC CO.'S SHOWROOM.

DODWELL & CO., LTD.

SOLE DISTRIBUTORS FOR HONG KONG AND S. CHINA.

'PHONE C. 1030.

MACHINEERY DEPT.



Fragrant
as fresh
flowers

The delicate
perfume of

"HAZELINE" SNOW

"HAZELINE"
ROSE FROST

when a touch
of colour is needed

is the first appeal to
the woman of taste.
Its magic effect in
improving the complexion
makes her a
regular user.

Both in glass pots—All Chemists and Grocers

RURROUGHS WELLCOME & CO.
(Incorporated in the Netherlands) LTD., LONDON, ENGL.
LONDON AND SHANGHAI

NORTH AFRICA TO-DAY.

EFFECT OF FRENCH RULE.

PROSPEROUS AGRICULTURAL INDUSTRY.

French Algeria has decided to begin its centenary celebrations in January, 1930, and to spend not less than 130 million francs on them. The culminating point will not be reached till July, for it was on July 5th, 1830, that General Count de Bourmont entered Hussein Dey's capital and reported to his Government: "Twenty days have sufficed to effect the destruction of this State, the existence of which has been a source of embarras to Europe during three centuries." Fifty-one years later the Treaty of the Bardo recognized the French Protectorate over Tunisia. The 80th century has seen the extension of Italian rule to Tripolitania and Cyrenaica, and the establishment of another French Protectorate in Morocco through the genius of Marshal Lyautey. The whole of El Maghreb is once more under the influence of Latin civilization, though two native rulers, the Sultan of Morocco and the Bey of Tunis, survive to share in the work of regeneration.

France is justifiably proud of her work in Algeria since Charles X.'s troops won their facile victory over "the scourge of Christendom." It was only after much hard fighting and many vicissitudes of policy that she established the military security that is essential to economic prosperity. Fortunately, she realized the lesson that Rome never learned—that the Power which wishes to rule the Tell and the High Plateaux must hold the Sahara. Her military grip on Algeria and Tunisia is absolute.

Industrial Development.

With this security have come industrial and maritime development. There is a tendency for vessels to concentrate on the three big harbours, Oran, Algiers, and Bona, but a considerable volume of trade passes through Philippeville, Bougie, Mostaganem, and Jijel. In Tunisia, the capital, Sousse, and Sfax are making noteworthy progress. Iron ore and, to a less degree, copper and zinc help economic development, but the chief mineral wealth lies in the phosphate mines, which stretch across the frontier between Tunisia and the province of Constantine. Their working will be facilitated by the extension of the railway from Kalaia Djerdja to Le Kailf.

Viticulture and agriculture are the chief sources of the wealth of El Maghreb. The Trappist monks brought the vine back to the land, from which Islam had banished it. Their vineyards at Stouelil have led the way in a remarkable revival; in fact, many observers believe that too much country has been put under the vine. The districts of Medea, Meliana, and Rouiba and the country round Carthage have already won a considerable reputation for their wines. But viticulture, although of great economic importance to the country, is practically confined to the coast districts, and employs few labourers when compared with agriculture. Wheat, barley, and oats are grown not merely on the Tell, but also in the High Plateaux and the oases. There is an agricultural college at Maison Carree, but there is still much to be done before the cultivation of cereals is placed on a proper basis. In many

places farming methods are still rudimentary. Very little enterprise has been shown in the use of tractors. Algeria is not yet self-supporting in grain. Statistics show that no advance has been made in the total cereal supply during the last 12 years. In sheep farming and in the culture of vegetables, olives, and dates satisfactory progress has been made. Great hopes are also placed on the trade in alfalfa or esparto grass, which must become of increasing importance as the world's appetite for paper grows.

Desolate Tracts.

There are, however, still great tracts now desolate which were under cultivation 16 centuries ago—Bu Graze, El Jem, Haidra, Announa, Tingad, Lambese are a few of many. For France has not yet solved the interdependent problems of water supply and afforestation. The old idea that this failure is due to a change of climate is contradicted by M. Albertini. "It is unlikely that the climate of North Africa has changed perceptibly since the dawn of history." Too little has been done in the way of reforestation and water storage. Even in the towns the water supply is unsatisfactory, as the inhabitants of Tunis, Biskra, and Algiers can testify. More serious still is the question of man-power.

So far, France has not yet found it easy to colonize her North African possessions with men of her own race. Some figures may show how the colonist tends to disappear. Of the 300 concessions granted in the Annale district in 1850 only ten now remain; there are 30 new colonists in the district. Near Palestro eight out of 85 concessions are still in the hands of Frenchmen, and at Beni-Amram three out of 90. To fill the gaps left by native-born Frenchmen nationalization has been made extremely easy for other Europeans. Spaniards, and in a less degree Maltese, have availed themselves of these facilities, and thereby done something to recruit the French population in the towns; Italians have held aloof. Israelites were made French citizens wholesale in 1870, much to the resentment of the Arabs and the Berbers, who could only secure this status by renouncing the right of Moslem jurisdiction. Since the War France has endeavoured to extend her citizenship to them, but the average number who have availed themselves of the privilege is only 33 per annum, or fewer than one per 100,000. The question of the disfranchisement of the vast majority of the population in what are theoretically three departments of France—Oran, Algiers, Constantine—is bound to become of increasing importance. In Tunisia the population problem is even more urgent. Trustworthy statistics are hard to obtain, but it seems probable that there are nearly three times as many Italians as Frenchmen in the Protectorate. Fascist propaganda and Italian schools keep alive the national spirit, which is stimulated by the fear that France may at three months' notice denounce the treaties which safeguard Italian nationality in the Beylical dominions.—*The Times*.

DYING MAN'S WIFE. COUNSEL AND "HUMAN VULTURE" CAR THAT WENT OVER A CLIFF.

Described by his counsel as a man who had saved his country well, Frederick James Ward, aged 33, a disabled naval pensioner, was at East Kent Quarter Sessions at Canterbury found not guilty of maliciously damaging a motor-car belonging to Frederick John Court, of Simla, Diamond Road, Whitestable. The damage to the car was estimated at £25.

Detective Marshall said that Ward went to the police station at Whitestable on June 14th and stated that he had pushed Court's car over the cliff.

Met On The Beach.

Frederick Court, aged 46, said he was a fisherman and hired out boats at Whitestable. He sometimes slept at an address in Chislehurst. He was married and had three children.

He first met Mrs. Ward two years ago on the beach at Whitestable and became friendly with her. He went to her house at her request—sometimes three or four nights a week.

Mr. S. T. James (for Ward): Where was your own wife?—At home, I suppose.
You did not trouble to find out?—No.
Where was that poor man on the majority of the occasions when you visited his wife?—Sometimes he was in the room.
And sometimes ill in bed dying?—Yes, sometimes.

Court admitted that Ward taxed him with infidelity, but denied saying that the car was always getting him into trouble with women, or that he told Ward to take it and burn it.

He also denied taking married women about in the car, but said he took Mrs. Ward out once or twice. He took Mrs. Ward from her husband on June 5th, and they parted about three weeks later.

Mr. James: Did you leave her without a penny?—No, I gave her some money.

Ward, in evidence, said his wife was 29 years old and there were three children. He had been in the Navy before and during the war, and was invalided out suffering from tuberculosis.

He took the car to look for his wife, and his next recollection was that he was at Beltinge and was thrown out of the car when it was four or five feet from the cliff.

At the end of his evidence he broke down.

"That Scoundrel."
Addressing the jury, Mr. James said that they had listened to the story of a young husband, the father of three children, a man who had served his country well, and who tried to make a home together with his wife.

Into that home came a human vulture, and while Ward was upstairs dying, that scoundrel, that betrayer of women, was fouling the home this man had built up.

If a verdict of guilty were returned Ward's pension and his whole life would be in jeopardy. He asked them to let Ward go back to his shattered home to live out his life as best he could.

MERCENARIES OF FRANCE.

TRUTH ABOUT THE FOREIGN
LEGION.

MANY EXAGGERATIONS.

[BY COL. LIONEL JAMES.]

It is possible that there is no subject responsible for more false sentiment and exaggerated distortion of fact than the French Foreign Legion. The setting of its activities itself lends colour to all the romantic clap-trap in which a certain class of sensational writers love to clothe their literary creations.

I must admit that I have not had a close association with the Legion as it is since the Great War. I have been at its headquarters at Sidi-bel-Abbas since the war, but I was not then concerned in the latter-day composition of its personnel.

But during the French campaigns in Morocco, previous to the Great War, I saw much of the Foreign Legion, and I was then interested in the unit, from a military point of view. As far as my experience then went, two-thirds of the men were Germans from Alsace. For the most part these were young men who had taken service with France to avoid their military obligations to Germany. The remaining third were for the most part Frenchmen, but the balance was made up of oddments, such as Greeks, Armenians, Italians, and Levantine Turks. A fraction of these had been attracted to the Legion in a spirit of adventure, but the majority were fugitive from the rigours of the law, and were usually men of considerable mental development and even culture. What their particular crimes had been was not ascertained. The kept and comberbund of the Legion gave the fugitive from justice sanctuary for the five years of his engagement.

Is There A Doctor Among You?

The story is told, I believe with truth, that on one occasion an officer of the Legion was faced with a situation that required immediate skilful medical handling. He turned to his detachment and said, "Is there a doctor among you?" The response was instantaneous. Three of his privates put down their rifles, and volunteered the expert attention he required. An Englishman, whom I knew personally, and who, through the vicissitudes of the Great War, drifted into the French Foreign Legion, told me that of his two "pals," one was a doctor, who had fled from an illegal practice in Paris, the other an absconding banker. But this is by the way.

The Question Of Discipline.

The question is not the romance—if it may be called romance—of the self-sought purgatory of the intelligent criminal, but the problem that faces the French higher command in the discipline of this extraordinary unit. The members of the Legion are not citizens in the ordinary sense of the word who are carrying out an obligation of citizenship. They are men who, for the various reasons suggested above, find it advantageous to change their venue of life. They are making a convenience of France to gain some immediate personal end. Such men tire quickly of the monotony of life with the colours. A considerable percentage of them are men of high intelligence. Unless this material be handled with a discipline that is austere—austere even to the verge of brutality—their active intelligences will undermine the whole fabric of this peculiar military machine.

It must be remembered that the Legion is liable to be distributed in small detachments in isolated stations in the desert. All such decentralization is subversive to discipline unless the discipline is of such a rigorous nature that the individuality of the malcontents has been suppressed before dispersion takes place. This is the key of the whole matter. The virus of indiscipline, and intelligent indiscipline, is always present in the composition of France's Foreign Legion, and it has to be suppressed with a heavy hand.

A Case Of Misunderstanding.

Not that the brutality of the under-officers was really outrageous, as compared with that of the German and French *sous-officiers* of pre-war days. In this matter the bearing of the ordinary sergeants of the Foreign Legion is confused with that of these "dish-lickers" in the penal battalions. This brings us to the real point in any discussion of this bizarre unit.

The method of dragooning the whole regiment is to post undoubtedly malefactors to penal battalions. The treatment of proved miscreants transferred to these penal battalions is responsible for much of the nonsense that is written about (Continued on next column).

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

July 31st, 1928.	
H.K. Banks.....	\$1,295 buy.
Do, London.....	\$214 buy.
Chartered Banks.....	\$234 buy.
Mercantile Banks, A. & C.....	\$238 nom.
Do, O. & C.....	\$214 nom.
P. & O. Banks.....	\$294 nom.
East Asia Bank.....	\$75 buy.
Canton Insurance.....	\$835 buy.
Union Insurance.....	\$348 buy.
North China Ins.....	Tls. 148 buy.
Yangtze Insurance.....	Tls. 450 nom.
China Underwriters.....	\$31 buy.
China Fire Insurance.....	\$318 buy.
Hong Kong Fire Ins.....	\$730 buy.
Douglas.....	\$381 buy.
H. K. Steamboat.....	\$27 buy.
H. K. Tug.....	\$3 nom.
Indo-China (Pref.).....	\$35 buy.
Do, (Def.).....	\$70 nom.
Shell Transport.....	\$100 nom.
Waterworks.....	\$30 buy, 204 sel.
Banque.....	\$14 buy.
Kailash Mining Adm.....	\$07 sel.
Langkat (combined).....	Tls. 11 sel.
Do, (single).....	Tls. 54 sel.
S'hai Explorations.....	Tls. 245 nom.
Shanghai Loans.....	Tls. 34 nom.
Beau.....	\$440 buy.
Tranoh Mine.....	\$178 nom.
H. K. & W. Wharfs.....	\$1361 nom.
H. K. & W. Docks.....	\$40 buy.
China Provident.....	\$16 sel.
Monaco.....	Tls. 158 nom.
New Engineering.....	Tls. 9 nom.
Shanghai Docks.....	Tls. 100 nom.
Ewo Cottons.....	Tls. 380 buy.
Oriental Cottons.....	Tls. 24 sel.
S'hai Cottons (old).....	Tls. 21 nom.
Do, (new).....	Tls. 27 nom.
H. K. & S. Hotels.....	\$390 buy.
H. K. Lands.....	\$473 buy.
Shanghai Land.....	Tls. 133 buy.
Empire Estates.....	\$145 buy.
H. K. Estates.....	\$73 buy, 74 sel.
H. K. Tramways.....	\$24 buy.
Peak Tram (old).....	\$13 buy.
Do, (new).....	\$5 sel.
Star Ferries.....	\$54 nom.
China Light (old).....	\$11.00 sel.
Do, (new).....	\$11.55 nom.
Do, (1928 Issue).....	\$11.40 sel.
H. K. Electric (old).....	\$243 buy.
Do, (new).....	\$247 nom.
Macau Electric.....	\$3 buy.
Telephone.....	\$3 buy.
China Buses.....	Tls. 104 buy.
Singapore Tractions.....	10/6 buy.
Do, (Pref.).....	17/6 buy.
China Sugars.....	\$2 sel.
Malayan Sugars.....	\$24 nom.
Canton Loan.....	\$3.70 buy.
Cement (combined).....	\$3 buy, 94 sel.
Do, (old).....	\$2.40 nom.
Do, (new).....	\$1.55 buy, 1.55 sel.
H. K. Bore (old).....	\$3.50 nom.
Do, (new).....	\$3.50 nom.
United Asbestos.....	\$3 sel.
Dairy Farms.....	\$31.00 sel.
Watsons.....	\$14 buy.
Der & Wings.....	\$3.50 nom.
Lane Crawford.....	\$2 sel.
Mackintosh.....	\$20 nom.
Sincere.....	\$30 nom.
Wan Yow.....	\$4 buy.
H. K. Amusement.....	\$26 sel, 1.10 div.
H. K. Construction.....	\$14 sel, 1.10 div.
B'que Indus. G. & B. Indus.....	63% nom.
Do, interest.....	1% interest.
H. K. Govt. Loans.....	6% prem. buy.
Buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

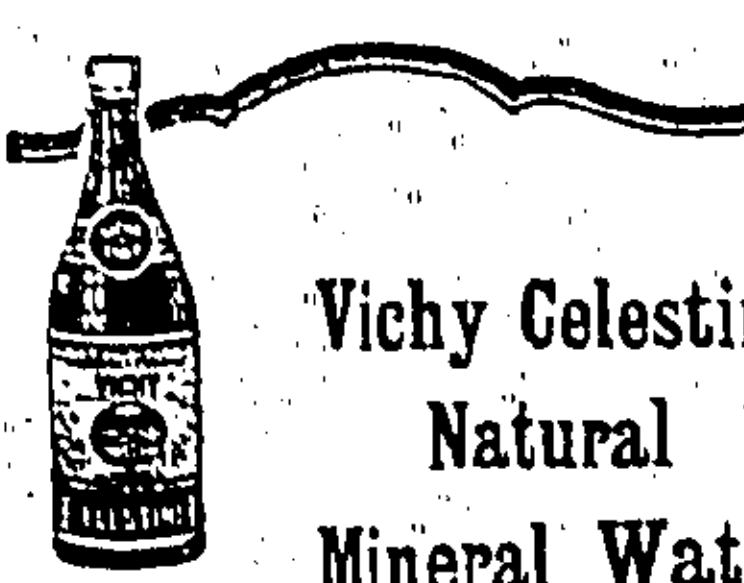
Rueby, July 30th.

Paris.....	124.05
New York.....	4.85, 25/32
Brussels.....	34.90
Geneva.....	25.25
Amsterdam.....	12.08
Milan.....	92.90
Berlin.....	20.35
Stockholm.....	18.13
Copenhagen.....	18.19
Oslø.....	18.20
Vienna.....	34.42
Prague.....	1634
Helsingfors.....	180
Madrid.....	23.52
Lisbon.....	2.3/18
Athens.....	373
Bucharest.....	7973
Rio.....	5.59/32
Buenos Aires.....	47.7/18
Bombay.....	1/5.28/32
Yokohama.....	1/101
Shanghai.....	2/8
Hong Kong.....	2/4
Silver, spot & forward.....	27.5/16

the Legion. This brutality in the case of penal battalions is doubtless studied with the object of breaking the hearts of the worst types of the criminals who have transferred their criminality from the civilisation of Europe to the ranks of the Legion. If the *domine* of these men—many of them human beasts—could be disclosed, some excuse might be allowed for the treatment meted out to them. That there are abuses is not denied. Victimisation of the innocent and weak is not confined, unfortunately, to the Foreign Legion.

Forefront Of Battle.

That the Legion was put in the forefront of the battle in the Great War was only to be expected. In the first place, their discipline entitled them to this position; in the second, Military France looks upon them as mercenaries—and mercenaries all through history have never been nursed when it came to fighting. Believe me, all sentiment about the Foreign Legion is false. I have been with these gallant soldiers of France in field, in camp, and in battle, and a good Legionnaire is as honoured as any soldier in France. A bad Legionnaire will find his way to a penal battalion, and there he will only get his deserts.—*Sunday Times*.



from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

It gives zest to the appetite and helps one to enjoy the pleasures of the table.

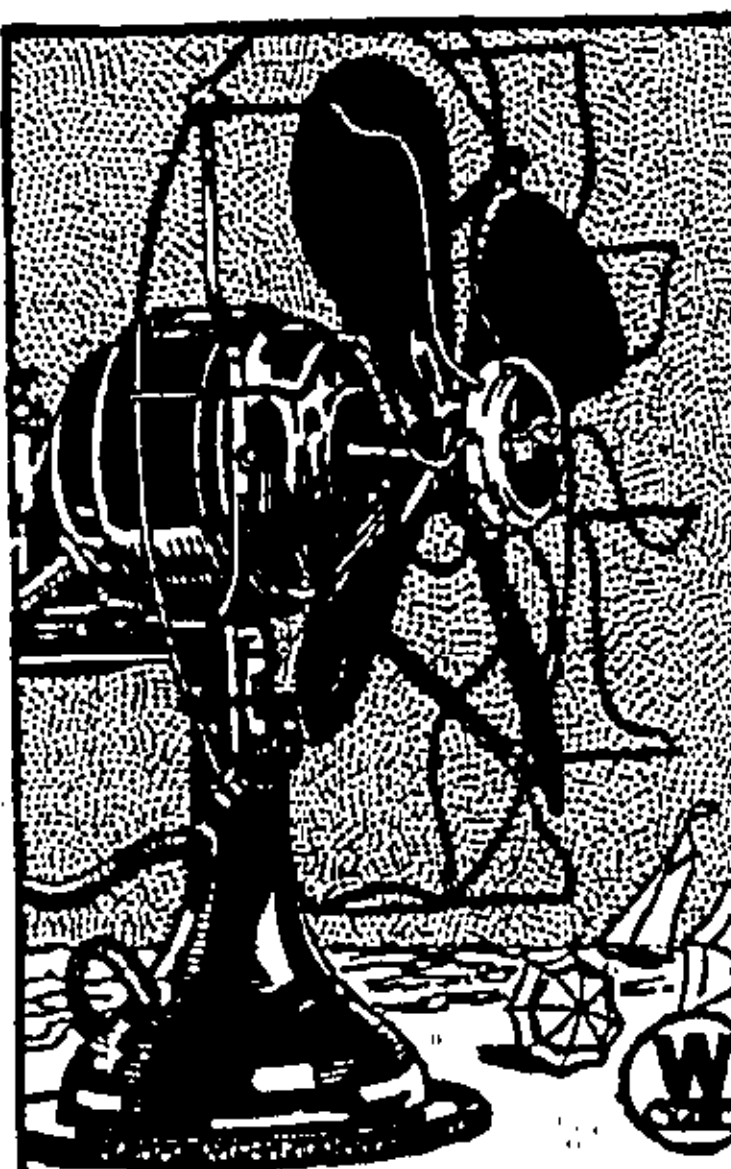
VICHY-CELESTINS

Obtainable at Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:

The French Store

Beaconsfield Arcade.



Why not have the
cooling comfort
of a

Westinghouse Electric
Fan?

Reiss, Massey & Co., Ltd.

Sole Distributors

FOR HONG KONG AND
SOUTH CHINA.

Westinghouse

INSURE

YOUR

BAGGAGE

WITH

GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.

[106]

To the Publisher
"HONG KONG WEEKLY
PRESS"

11, ICE HOUSE STREET, HONG KONG

Please send me the

"HONG KONG WEEKLY PRESS"

from 1928 to

addressed as follows:—

Subscription Paid in Advance.
\$13.00 per annum for delivery in
the Hong Kong.
\$15.00 per annum to any part of the
world (including postage).

THE TYPEWRITER

that interested

H.M. THE KING

The

"IMPERIAL" TYPEWRITER

is now on sale in Hong Kong.

Not only because it is

BRITISH

but because it is

CHEAPER and BETTER

Every Firm interested in

EFFICIENCY and ECONOMY

should call and inspect this wonderful
new machine for themselves.

Sole Agents:

T. E. GRIFFITH, Ltd.

6, Queen's Road Central.

Tel. C. 3517.

(A.P.)

秋 秋賣菓子春賣藥 春
AUTUMN Fruit finds a market in Autumn and drugs in the Spring SPRING

Avoid unpleasant drugs by the regular use of HORLICK'S MALTED MILK. HORLICK'S will give you the strength and vigour at all seasons so that you may enjoy the fruits of Spring and the pleasure of perfect health the whole year round.

A most delightful drink; HORLICK'S MALTED MILK is readily prepared by the addition of hot or cold water.

WINTER HORLICK'S THE ORIGINAL MALTED MILK IN 4 SIZES AT ALL CHEMISTS & GROCERS SUMMER

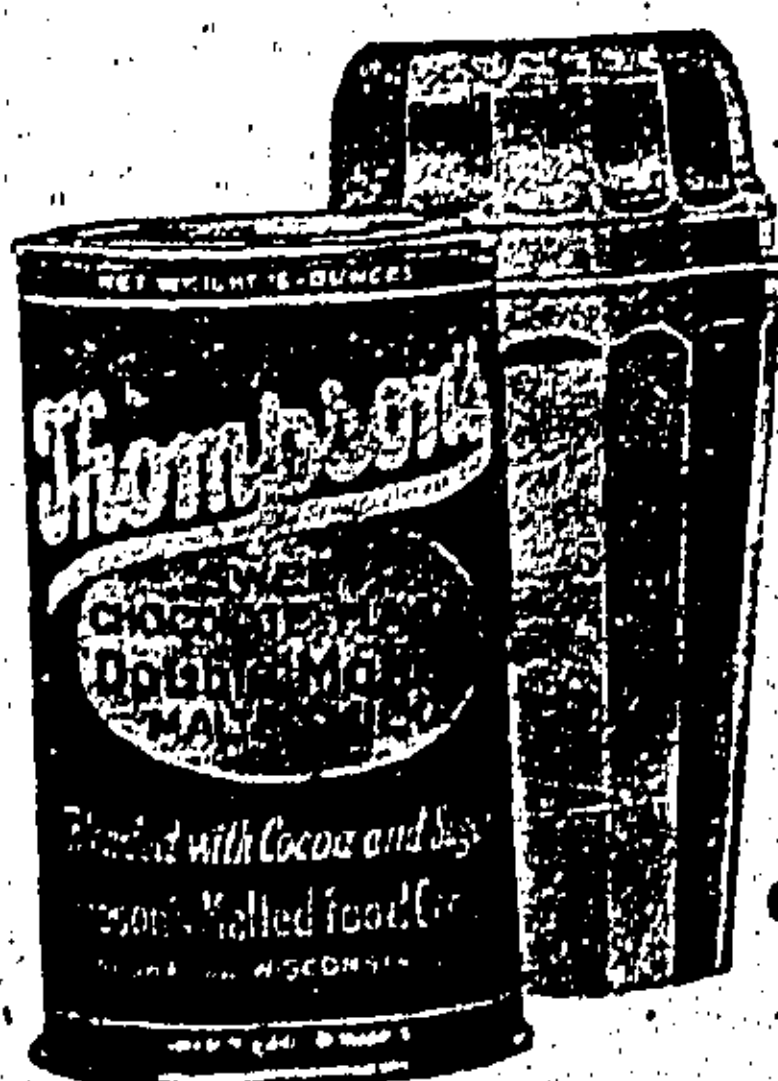
Representative—Mr E. M. HODGES, P.O. Box 3711, Shanghai.

Have a glass of
ASAHI BEER

it cheers & invigorates



Sole Agents—

MITSUI BUSSAN KAISHA LTD.
HONG KONG.AN ALUMINIUM SHAKER
GIVEN FREE
WITH EVERY TIN.DELICIOUS
HOT or COLD DRINKGet one tin for trial
Obtainable at all Stores
and Cafeshops.Sole Agents: HUI and HUI Co.
(Alexandra Building) Hongkong.CHANGING NAMES
IN RUSSIA.LENIN AND TROTSKY
TOWNS.HUMOURS OF REVOLUTION.
ARY PSYCHOLOGY.

"MISS DIAMATA."

Moscow.

Names, like other old landmarks, have been changing at a rapid pace in Russia since the Revolution. The records show that twenty thousand family and proper names have been officially altered during the last ten years; and this takes no account of the new appellations which have come into more or less general use under the Soviet régime. And a study of the map reveals sixty-six cities and towns of the Soviet Union which have exchanged old names for new.

The rush to change family and proper names after the Revolution was to some extent a reaction from the extreme strictness which the Tsarist authorities always showed in this connection. In former times a Russian subject who for any reason was dissatisfied with his name found it difficult to obtain legal permission for a change. Sometimes the officials gratified a questionable taste in humour in considering petitions of this kind. So, in one instance, a family whose Russian name signified "Donkey" was only permitted to exchange it for the name "Pig."

It was found that the complete freedom of changing names, which was introduced immediately after the Revolution, lent itself to abuses. Criminals took advantage of this right, and some persons adopted indecent or objectionable names. The law at the present time provides that persons who have reached the age of eighteen may adopt new names provided the latter do not injuriously affect the interests of the State, or of society, or of private individuals. The right of the wife to retain her maiden name after marriage, so hotly championed by feminists in America, is not at issue in Russia, where either party in a marriage may freely keep or change his or her original name.

"Anti-Christ" As A Name.

"Praise-God Barabones" and other picturesque scriptural appellations of the time of Cromwell have their parallels in Soviet Russia. Foreign relief workers in an obscure Russian country town discovered a very young citizen of the Soviet Union whom an uncompromisingly anti-religious parent had dubbed "anti-Christ." It cannot be said that this name is common; and should the lot of its bearer fall to a peasant village, he will probably find it socially disadvantageous to discard it in favour of some name which is more conventional and less likely to be associated with droughts, hail-storms and other natural calamities. But zealous Communist parents quite frequently bestow on their offspring such names as "Vladlen" (the initial syllables of the name Vladimir Lenin) or "Ninel" (Lenin's name written backward).

Girl babies in some cases have been started in life with such names as "Barrickada" (Barricade) or "Elektrifikatsia" (Electrification). Perhaps the most formidable of these new names was Diamata, which, as the proud parent explained, was an abbreviation for Dialectic Materialism.

Renamed Towns.

As might have been expected, Lenin has been the chief beneficiary in the changed names of cities and towns. Besides Leningrad, there is Leninakan, formerly Alexandropol, in Armenia; and the highest mountain in Russia, formerly Mount Kaufman, in the Pamir region, has been renamed Mount Lenin. Moreover, Lenin's birthplace, Simbirsk, has been rechristened Ulianovsk, in honour of the actual family name of the Bolshevik leader.

The cities and towns which formerly bore such familiar Tsarist names as Nicholas, Alexander, and Catherine have almost invariably been rechristened. So Ekaterinburg in the Urals is now Sverdlovsk; Ekaterinoslav in Ukraine is Dniepropetrovsk; the new name of Alexandrovsk is Zaporozhe, and Ekaterinodar, the former capital of the White General Denikin, is officially Krasnodar.

"Troizk."

Soviet precedent is rather against naming towns after living political figures, although the town of Tarsis, renamed Stalingrad, in honour of the potent Secretary of the Communist Party Central Committee. Two examples illustrate the peril of bestowing permanent honour of such a kind on men whose political fate is subject to the mutabilities of fortune. The town of Gatchina, near Leningrad, was called Troizk, in recognition of Trotsky's services in the defence of Petrograd against Yudenich, in the Russian Civil War. Now it has been obliged to adopt another new name of Krasnoarmeisk (Red Army soldier) which being less personal, may prove more durable. (Continued at foot of next column.)

MISSION PROPERTY
LOOTED.

IN NORTHERN HONAN.

VILLAGE APPROVES OF A
VICTROLA.

FILTH AND RUIN.

After an exile of 15 months spent chiefly in Peking and Tientsin, a party of seven men recently visited the stations of the United Church of Canada Mission in North Honan. They saw sights and had experiences that they will not soon forget.

The two compounds at Changhe they found fully occupied. The hospital compound is wrecked, but the other compound is even now in the process of being looted and destroyed, writes one of the party. He adds: "The military in possession made it very clear that they did not want any foreigners about while they were at work. Weiwei compound was also occupied, and a woebegone sight is presented. The walls of the two burned buildings stood up stark against the sky, and while the other residences still had roofs, there was little left under them."

Cemetery Desecrated.

The large new hospital was windowless, doorless, and bedless. The walls were filled with filth. The little cemetery had been used as a latrine, and most of the stones had been overturned and broken.

Taokow is the town at the eastern terminus of the Taohing Railway, and the Mission compound has three houses, and some Chinese school buildings. It was found to be occupied by some 1,500 troops. The officer in command gave us permission to inspect the houses and compound, and detailed a junior officer to take us around. This officer was at great pains to impress upon us that his troops had formerly belonged to Sun Chuan Fang, and accordingly had never had anything to do with looting foreign compounds.

From room to room the little party went, stepping gingerly over the sprawled-out bodies of dozing soldiers. In the centre of what had been the sitting room was a large black pot, and around it squatted a bunch of half naked braves, refreshing the inner man.

1,500 Books Burned.

The houses were stripped of furniture, with the exception of a dining room table, and a few broken chairs. The walls were punched full of holes, where pegs had been driven in, on which to hang equipment. The windows were almost all broken, and some frames and doors were smashed or missing. The foreign furnaces were ripped open. They evidently thought they might have been used to hide treasure. On per chance they thought they were safe. Of some 1,500 books left in the houses, not a single leaf was in evidence. They had been torn up and then burned. It will require thousands of dollars to replace and repair what a few soldiers have ruthlessly and recklessly destroyed.

The compound itself did not present an attractive appearance. The few fruit trees and rose bushes, for which the compound was locally famous, have been destroyed, and in their places are a series of mud stoves.

The Stolen Victrola.

While the 1st Army started the merry work, they did not do the serious looting.

This was the work of the 53rd Division of the 3rd Army, also under the command of Feng Yu Hsiang, and it continued during the months of August and September. A certain major, Li Gin Sheng, whose home is near Taokow, took much of the stuff, and at the time, reports reached me that the inhabitants of the Cow Market Village were most appreciative of the songs of Galli-Curci, as played on my Victrola.

The people were amazed to see us back. They gazed at us in speechless wonder. They imagined we had all fled from China. There was however no trace of antagonism, and at Taokow none of the looting or stealing was done by the natives, although it is very probable that some of them have made some good bargains during the past year.

The visit was brief, but it was sufficient to be permitted to see what had been done, by the soldiers of the Kuomintang, and what will need to be done by us before our compounds will be habitable.—P. & T. Times.

When the prestige of Gregory Zinoviev stood high in the Communist councils his native town of Elizavetgrad, in Ukraine, sought and obtained the honour of changing its name to Zinovievsk. When Zinoviev's star set another alteration was obviously in order; and the town, Elizavetgrad-Zinovievsk found a refuge in this dilemma by adopting the name Dzerzhinsk, after Felix Dzerzhinsky, famous as the organiser of the Chekha, and later President of the Russian Supreme Economic Council. Inasmuch as Dzerzhinsky is dead the town seems safe against any further variations.—London Observer.

CHURCH AND STATE.

CHALLENGE BY THE
PRIMATE.CHURCH'S RIGHT TO SHAPE
ITS WORSHIP.

INQUIRY PROPOSED.

LONDON, July 3rd.

In a firm and unemotional voice the Archbishop of Canterbury set out before the Church Assembly, which met yesterday at Church House, Westminster, the position created by Parliament's refusal to accept the revised Prayer Book.

The Archbishop received a great welcome. Bishops, clergy and laity and the crowded galleries clapped their hands for three minutes.

The Primate in his address said they had been told that the House of Commons was arrogantly claiming to take in hand the absolute control of the belief and worship of the Church of England, but he did not think that such a far-reaching challenge was intended. He added:

If the House of Commons by its vote—a vote which I deplore—is supposed to have flouted the well-proven working arrangement of Church and State, the House did it with no intent of a constitutional kind.

Many of those who rejected the resolution believed, however mistakenly, that they were voicing the real underlying wish of a majority of Church folk in England. That is my own view as to the vote given.

But the vote has been given and the consequence may be far-reaching. It might have been different. At some periods of our history it would have been different.

M.P.'s Influenced.

But the House of Commons in exercising its unquestionable legal power departed, lamentably as it seems to me, from the reasonable spirit in which alone the balanced relationship of Church and State in England can be satisfactorily and harmoniously carried on.

While claiming to appraise Church opinion, the House of Commons deliberately traversed the feelings of the Church. It allowed itself to be influenced not by the great central body of Church opinion but by the representatives of the strange and vehemently opposed groups and factions of Churchmen, united only in their resolve to defeat the Book.

I have been in touch during the last week with the whole body of diocesan bishops, save two who were unavoidably absent. I am allowed to utter what I am about to say with their concurrence.

It is a fundamental principle that the Church—that is, the bishops, together with the clergy and the laity—must in the last resort, when its mind has been fully ascertained, retain its inalienable right, in loyalty to our Lord and Saviour, to formulate its faith in Him, and to unite the expression of that faith in all its forms.

It is our firm hope that when the facts have been considered, some strong and capable committee of statesmen and Churchmen may be appointed to weigh afresh the existing law in order to see whether any readjustment is required for the maintenance, under the conditions of our own age, of the principle which we have here and now reasserted.

There is something which causes more anxiety and distress than even the fact of the House of Commons vote. It has meant for me the disappointment of the hope of expectation which I had cherished with my whole soul.

None can escape the feeling of our common shame that groups within the Church itself should, however conscientiously, have set themselves to upset, and to have succeeded in upsetting, the vote of this Assembly and the deliberate judgment of the Church as therein expressed.

That cannot but be depressing. It affords to us all food for self inquiry. We are at this moment nearer together than appearances might suggest. I still believe in the possibility—nay, in the actual coming into life—of the unity for which we have striven and prayed.

No New Book At Present.

I cannot see how this Assembly can be expected to present a further Prayer Book measure at the present time to Parliament. If we are to judge by recent publications, no measure worthy of the name would be uncontroversial, and it would be indefensible and unreal to omit the very parts wherein our difficulty lies. Nearly all our difficulties centre round the most solemn of our services—the Holy Communion.

But this situation cannot be allowed to drift. The Church is responsible for the ordering of its (Continued on next Column.)

PASSION AND LOVE!

The beautiful Princess Olga of "Sorrows of Satan" in a dramatic story of love, set against the colourful background of the Gold Coast!

MIDNIGHT ROSE

IYA DE
PUTTI
HARLAN

with

KENNETH HARLAN—"GUNBOAT" SMITH.

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

—TO-MORROW at 9.20 p.m.—

THE WORLD FAMOUS MAGICIAN

LONG TACK SAMand his brilliant company of
CHINESE WONDER WORKERSMARY
PICKFORD
in
'SPARROWS'A sincere, gripping story
relieved by the subtle
touches of humour for which
Mary Pickford is famous.AT THE
WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

AN INTENSE STORY OF THE SECRET SERVICE.

CECIL B. DE MILLE

Three Faces EastJETTA GUDAL
ROBERT JAMES
BENJAMIN HALL
and CLIVE BUCK
Produced by
RUPERT JULIANAT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

own life. It is thus perforce thrown back upon the administrative action of the episcopate receiving, as we trust it will, the consent of the clergy and laity.

As the bishops are bent on securing a reasonably coherent plan of administration, they are entitled to rely on the support of the Church at large, and not least on the support of those who have refused them the weapon they desired for orderliness, and who yet expect their administrative work to be carried on.

Bishops' Next Move.

Such are the facts, plain and well known, and we are going to do our best. No coherent scheme can possibly be put forward in these rather feverish weeks. Not only is delay inevitable, but it is not, I think, harmful. The bishops will have to consider what variations from the old prescribed law, the unworkable law, they can or ought to sanction.

Now, for the first time in these long years, we have in our hands the deliberate expression of what the Church in England does desire in such deviations and additions. We are not, and shall not for the present, be in a position to authorise the new Book as such, nor do the bishops propose to invite from the convocations the synodical approval of the book which under other conditions they would have sought. To do so now would be to raise quite needlessly a constitutional issue. Such, therefore, is not our intention.

In the Book there are many things which will furnish us with guidance in determining what may rightly be permitted or prescribed in the present situation. The bishops are to meet again in September for further consideration of these problems, and doubtless after that meeting each bishop will take such counsel with his diocese as he finds to be desirable.

Further, the Church's central deliberative bodies, and above all our convocations, must in due course be consulted, and the chambers of laity, in addition to our central Lay House, must clearly be in close touch with what we do.

QUEEN'S THEATRE
FOR 4 NIGHTS
ONLY

Commencing

TO-NIGHT

WEDNESDAY, AUG. 1st.

At 9.20 p.m.

THE
WORLD FAMOUS MAGICIAN**LONG
TACK
SAM**DIRECT FROM LONDON AND
NEW YORKWith his brilliant company of
Chinese wonder workers, dancers,
acrobats, jugglers, contortionists,
gymnasts, and devil
workers

INCLUDING THE BEAUTIFUL

Misses MI NA

AND

NEE SA LONG

in a full time performance of astonishing
acts in a setting of Oriental
splendour

NIGHTLY at 9.20.

PRICES OF ADMISSION:—
3s, 2s and 1s.ADVANCE BOOKING NOW
OPEN AT THE QUEEN'S.

FOR SALE

A surplus of Summer stocks of
Men's Wear

All "seasonable" goods but "broken ranges" — a pattern in one size but not in another — which are unavoidable in a business like this. These oddments must be cleared—and quickly—hence these big reductions.

MACKINTOSH'S

SHIRTS

Usually sold at \$6.50 to \$8.50
Now \$4.00

Monday
Tuesday

Wednesday

TIES

A large range of popular lines usually sold at \$2.50 to \$3.50
Now \$1.50

BATHING SUITS

all at
HALF PRICE

SOCKS

A large selection of good socks.
Usually sold at \$1.50 to \$2.25.
Now \$1.00.

STOCKINGS

Useful lines in cotton stockings.
Usually sold at \$3.00, \$3.50.
Now \$2.00.

NOTE THE DATES: July 30th, 31st, Aug. 1st.

Mackintosh
& Co. Ltd.

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

WHITEAWAYS

GREAT SALE

COLOSSAL CLEARANCE OF

ALL

SUMMER GOODS

WE ARE DETERMINED TO MAKE THIS THE "GREATEST SALE" AND BEST MONEY SAVING OPPORTUNITY IN OUR HISTORY. WAIT FOR MONDAY.

WHITEAWAY, LAIDLAW & CO., LTD.

THE KING AND R.A.F. WIZARDS.

QUESTIONS ABOUT NEW ENGINE.

SIX MILES A MINUTE.

The ninth annual Royal Air Force display at Hendon Aerodrome, N.W., surpassed all records.

It was more fascinating than any of its predecessors: it attracted a larger crowd than ever before, and every previous figure for the number of motor-cars went by the board.

A general estimate of the number of spectators placed it well in excess of 100,000. The takings for the display, which is in aid of official Royal Air Force charities for the dependents of R.A.F. officers and men, are expected to be about £20,000.

The King's Questions.

From the royal enclosure the flying was watched by the King and Queen and the King of Spain.

The King took the keenest interest in the display. Some of the airmen who performed daring feats of aerobatics were presented to him, and he chatted with them for some time, asking them many questions.

He was specially interested in the giant inflexible monoplane. This aerial leviathan, the largest all-metal craft of its kind in the world, has a wing-span of 150ft., weighs not far short of 20 tons, and is driven by three engines developing 2,100-h.p. The King inquired the purpose of its design and construction.

It was explained to him that it was an experiment to throw light on the problem of the largest military or commercial aeroplane which it was feasible to build at the present, from the point of view both of control in the air and manoeuvring on the ground.

Six Miles A Minute.

Another matter of extreme importance also arose in connection with the questions asked by the King. It concerned a new motor, which made its first public appearance at the display, fitted into two high-performance military craft, the Fox and the Wizard.

This is what is known as the Fox motor, designed and constructed by the Rolls-Royce Company. The developments which it represents can only be referred to as yet in general terms. The main fact about it is that it is an engineering triumph in the immense power it exerts for a minimum resistance to forward movement when installed in a specially streamlined speed plane.

Those who saw the beautiful Wizard monoplane, fitted with this motor, leap skyward when the pilot opened his throttle gained some idea of what the Fox engine enables designers to accomplish. In its racing form, and when fitted to such winged, man-driven projectiles as are now in design, it is believed that this motor will permit the attainment of a maximum speed of 360 miles an hour, or six miles a minute.

Guards Of The Air.

There was not a dull moment in the whole six hours of dazzling airman'ship. As soon as aerial acrobats had finished their wonderful feats, viewed perfectly against a cloud-flecked sky, there was a mighty roar of engines and squadrons of great bombing planes took off to perform a flying drill with the precision of Guards. No sooner had they glided away than the sky seemed filled with high-speed fighters, twisting and turning in intricate movements never attempted before.

A striking illustration of the progress in air defence was shown in the altitude race, won by Pilot Officer T. J. Arbutnot. His Sie 19,000 feet in 15 minutes. In actual war squadrons of these machines would rush upward to intercept high-flying enemy raiders.

The two events which proved the greatest thrills were the aerial battle and the destruction of the enemy oil-wells. In the former such realism has never been attained before.

Squadron after squadron of fighters rushed down upon formations of heavy bombers. Shells burst. Machine-guns rattled. Machines came plunging down apparently in flames. It was breath-taking.

So, too, was the great set-piece. As aeroplanes after aeroplanes, whirling down at 150 miles an hour, bombed mercilessly the structures below, clouds of smoke and flying fragments rose high in the air. An observation kite-balloon was shot down in flames, its dummy observer, nicknamed Squadron-Leader Sandbags, being seen to make his escape by parachute.

One after another the buildings caught fire, and, as a fitting climax, the oil-drums themselves became ignited, and the great pageant ended in waves of all-devouring flame.

"MIDNIGHT ROSE" AT THE QUEEN'S.

CHICAGO ON THE SCREEN.

THE CITY'S "CROOK" DICTATOR.

[BY OUR FILM CRITIC.]

"Midnight Rose" is a story of the underworld of Chicago and reveals a state of affairs which is almost incredible to English eyes, but every man his own poison—perhaps Big Bill liked it that way, and, after all, it may not be true!

The "Midnight Rose" as you may have guessed is a Cabaret dancer, Lya de Putti, and the Gold Coast Cabaret at which she is the star turn is managed by one Corbin who appears to be the real ruler of the town since he is the boss of the leading band of crooks and at the same time can persuade the police to do what he likes, even to remitting sentences on his associates, on the strength of his wealth and influence. Corbin is played by Henry Kolker who does not make the part quite as unpleasant as it might be.

The hero, Tim Regan, played by Kenneth Harlan, is a deserter from Corbin's band. He determines to live straight but Corbin prevents his getting any work in Chicago even of the most humble order. Being left with the orphaned son of another of the band who turned to paths of virtue and has been murdered in consequence by Corbin's orders, the hero decides to marry Rose to provide the child with a mother.

Corbin now takes a hand in the game, gets the hero locked up and tries to tempt Rose back to the cabaret. His heart turns, however, when Rose is fished out of the river, starving, with her baby, and he gets the hero out of prison, the adopted child away from the juvenile court, and reunites the family with the promise of a "cushy" job for Rose's husband.

The story does not offer much chance for fine characterisation or acting, because it is so exaggerated and far removed from life, but for all that there are human moments in it, and the interest is well sustained. The cast is quite good, perhaps the little boy best of all because he alone seemed really to believe in his rôle.

MAGIC, TO-NIGHT.

Comprising thirty separate items, the programme to be presented at 9.20 to-night by the famous magician, Long Tack Sam, and his company is full of variety and good fun. Magic, juggling, conjuring, devil working, knife throwing, singing, dancing and aerobatics—turn follows turn with a rapidity that is simply amazing. Dominating this remarkable entertainment is the genial Long Tack Sam himself, both with his special feats of magic and with his constant flow of wit. He is as much comedian as magician, and can crack jokes in half a dozen different languages with the same ease that he can perform the most baffling tricks of illusion. Among the magician's principal assistants are his two beautiful daughters, Misses Ma Na and Nee Sa Long, who contribute musical and dancing numbers of great attractiveness. This same programme has been played with great success in London, Paris, Vienna, New York and Chicago, and Hong Kong pleasure seekers will not be slow to take advantage of the opportunity provided by Long Tack Sam's visit to the Colony. Admission is at the popular prices of \$3, \$2 and \$1 and advance booking for the season of four nights only is now open at the Queen's Theatre.

FRANCE'S NEW FLEET.

CRUISER WITH SPEED OF DESTROYER.

Le Havre, July 28th. President Doumergue to-day passed in review the new fleet of France in Havre roads.

It was the biggest assembly of French warships since the war, and in the speeches which the President of the Republic and M. Georges Leygues, Minister of Marine, exchanged at the luncheon in the new cruiser *Duquesne* stress was laid on the re-birth of the French Navy.

The *Duquesne* is claimed to be the fastest cruiser in the world, her mean speed being 38 knots, a speed rarely surpassed even by the fastest destroyer.

"She exercises a decisive influence on the lives of nations," said M. Leygues, addressing the President. "A nation that abandons the sea or plays only a small rôle at sea is decadent."

President Doumergue, in reply, said:

France is determined to hold her naval rank, but not in any ambitious spirit, as may be imagined in certain quarters. She has an immense coastline, and her colonies are spread in the four corners of the earth. The complete freedom of the seas is indispensable for her to maintain her overseas communications and protect her 50,000,000 colonial citizens.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPERINTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, August 1st, and Tuesday, August 7th, at 8 p.m. sharp. All members of the Chinese and Indian Companies and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

Special attention is drawn to the change in day from Wednesday to Tuesday in each week, commencing second week in August.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, August 2nd, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Multi.

Chinese Company.

Advanced recruits of the Chinese Company will attend at the Central Police Station on Thursday, August 2nd, at 5.30 p.m. sharp for Rifle Exercises under Sergt. Condon. Dress: Multi; rifle, belt, frog and side arms to be carried.

TRAINING COURSE PART II.

Constable R37 Chun Kwon Chee has passed his examination in Part II. of Training Course (knowledge of police duties and regulations).

INSPECTION PARADE.

Friday, August 10th, has been tentatively fixed for an inspection of the Chinese Company by the Hon. Captain Superintendent of Police. All members of the Company are requested to keep this date open. Full particulars will be announced in next week's orders.

STRENGTH.

The following members of the Chinese Company are permitted to resign:

Constable R44 Yeung Koon Shing on completing one full year's service, with effect from July 21st.

Constable R51 Chan Kun Ying on completing one full year's service, with effect from July 21st.

Constable R68 Lam Sam Yuen on leaving the Colony for good, with effect from July 25th.

Indian Company.

The following members of the Indian Company have passed their examination in Part II. of Training Course (knowledge of police duties and regulations):

Constable R236 Motoomall Ladharam—passed with credit.

Constable R241 Sultan Ahmed—passed.

Flying Squad.

The final instructional patrol of the month of the Flying Squad Kowloon Section, will take place on Tuesday, July 31st. Fall in at the Tsim Tsa Tsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, August 2nd. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

REVOLVER NIGHT FIRING PRACTICE. This will be carried out on Kennedy Road Range on Wednesday evening, August 8th, at 8 p.m. Members will assemble at the Range at that hour with revolvers, belts, and holsters. All members should attend.

(Sgd.) W. KENT, A.S.P., Adjutant.

Hong Kong, July 31st, 1928.

FIREARMS TO BE BOUGHT UP.

CHANCE FOR HANKOW EVIL-DOERS TO REFORM.

HANKOW, July 26th.

Do we sleep? Do we dream? Are there visions about? Or is the notice appearing in the Chinese newspapers at Hankow really meant to be taken seriously? I ask myself. The *W.-O. Daily News* correspondent. It says quite plainly that the Haiyang County authorities, being troubled at the number of armed robberies that occur, have decided to punish severely all persons holding rifles or ammunition without permission; but in order to give evil-doers a chance to reform, rifles and ammunition will be purchased, at fixed rates, so questions to be asked of those who bring them in. The scale of compensation runs:—

Rifle and bayonet, clean \$50
Rifle alone, clean 40
Rifle, rusted a little 30
Rifle, damaged a little 20
Rifle, useless 10
Cartridges, per hundred 5

The Long-Suffering Celestial.

In view of the announcement that foreigners will be expected to pay all taxes levied on the Chinese after the abolition of the treaties, the following information should be carefully digested by all who thought that military demands were to be lessened. The need for

KAIPING HOUSEHOLD COAL

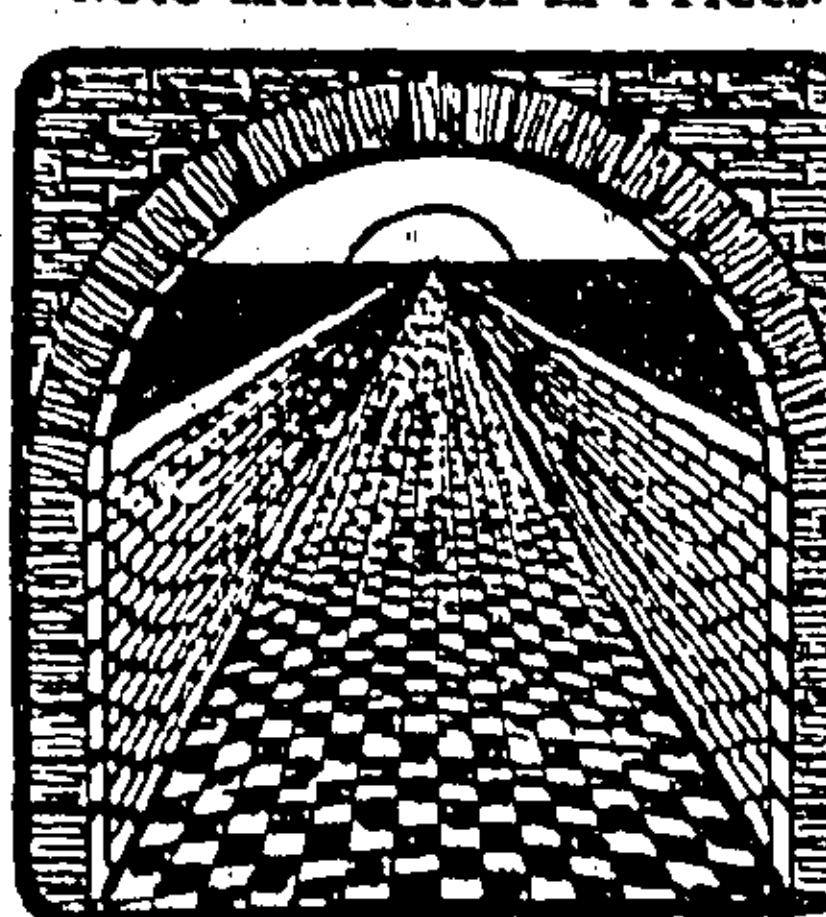
Note Reduction in Prices.

In Lots of not less than 1-ton:—

Delivered to Peak District (above Bowen Road), \$24.00 per ton.

Delivered to Bowen Road and Lower Levels, \$22.00 per ton.

Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

For Price Apply to

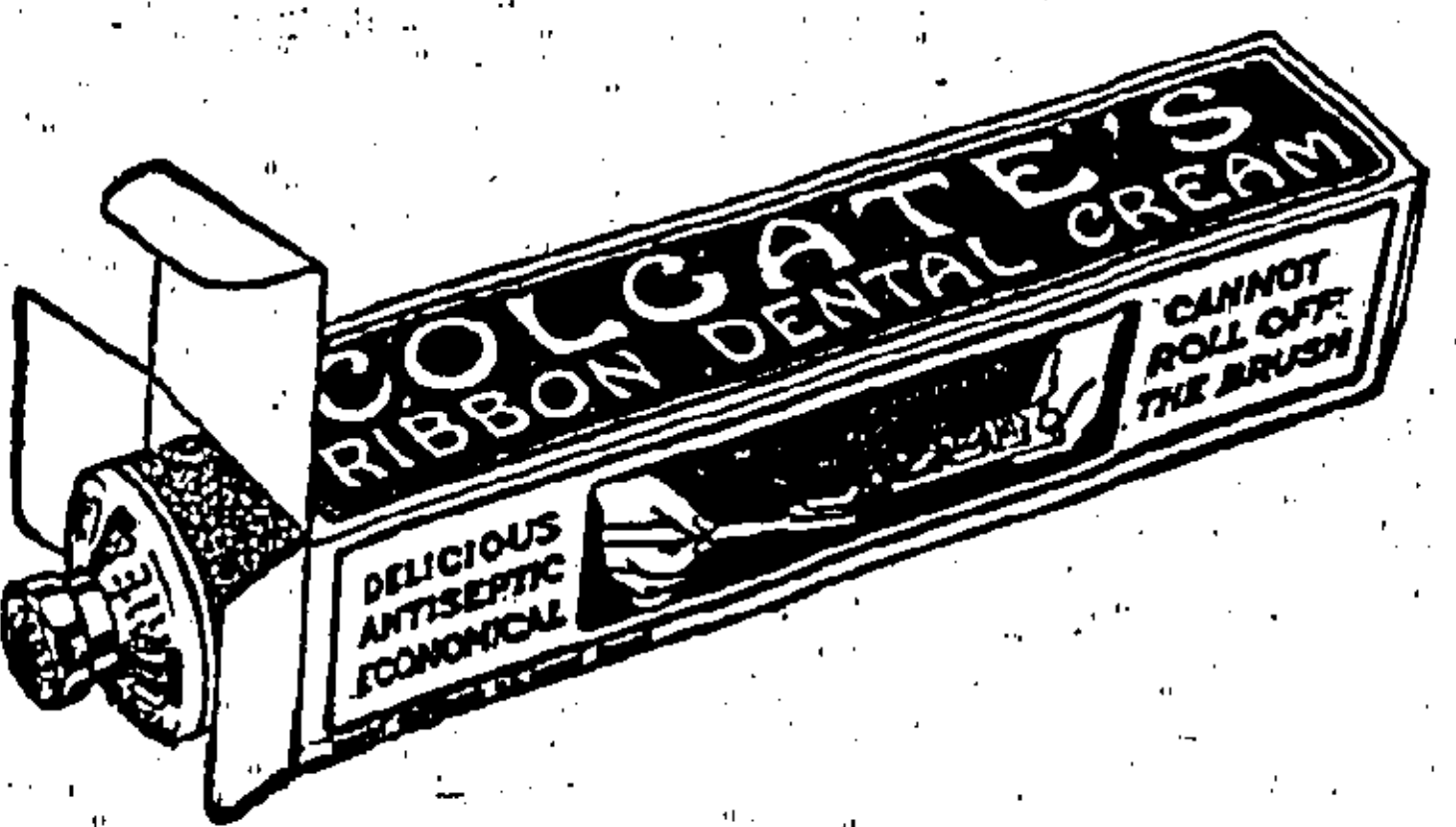
THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

Five Kings?

Yes—when the fifth is "KING GEORGE IV."

SOLE AGENTS:

GANDE, PRICE & CO., LTD.
TEL. C. No. 135. HONG KONG.



COLGATE'S
RIBBON DENTAL CREAM

OBTAINABLE AT ALL STORES

SOLE AGENTS:

HONG KONG TRADING CO. LTD.

DANCING FOR 481 HOURS.

"MARATHON" STOPPED BY POLICE.

£3,700 FOR NINE COUPLES.

New York, July 1st.

With 381 hours of actual dancing to the credit of nine couples, New York's dancing marathon came to an end last night by command of the law. It had been in progress for three weeks under rules which gave the dancers 15 minutes' rest at the end of each hour on their toes.

Sleep could only be obtained by the dancers resting on the shoulders.

(Continued on next column.)

of their partners, who maintained the necessary movement to keep the couple in the contest.

Although the event has aroused much amusement, it has attracted the attention of doctors, who have been amazed that the human body could endure such fatigue without breaking down. Some of the dancers have actually put on weight.

The illness of one young man who was sent to hospital was the cause of the police interference, but he is the only dancer out of more than 100 who has been reported ill.

While the dance began with every prospect of being a complete failure, it quickly drew public attention. At the close last night more than 10,000 people were present. They lifted the dancers from the floor and carried them amid wild cheering around the hall.

When the dancers sought their bunks some fell asleep immediately, but others did not. One man talked of rising this morning and doing a 10-miles run to see if his wind was still sound.

Throughout the contest enthusiastic admirers offered prizes for spirit. Paper money worth from \$5 to \$25 was constantly tossed to the couples who were the popular fancy for the moment. Nine couples who stayed the course are collecting over \$2,000 obtained as spirit prize money, and they will share another \$1,700 awarded by the promoter, who confided solely to the reporters that he would make only \$5,000 out of three weeks' labours.

CANTON'S AUTOMATIC TELEPHONES.

AUTOMATIC ELECTRIC INC. REPLY.

CITY'S FAILURE TO FIND CREDIT DEPOSIT.

NO CAUSE FOR UNCONDITIONAL CANCELLATION.

CANTON, July 31st.

A sharp controversy has arisen in Canton over the cancellation of the contract signed by Mr. Sun Fo on behalf of the Canton Municipal Government in 1923 with the Automatic Electric Inc., of Chicago, for the installation of an automatic telephone service in Canton.

The Canton Municipality, in a report published in yesterday's *Daily Press*, alleged that there was an unwarranted delay of 10 months and in consequence they have signed a new contract, at much more reasonable rates, with the China Electric Co.

The original contractors dispute this view of the matter and contend that the delay was due to Canton's failure to provide the stipulated guarantee.

A special correspondent informs us that Mr. Harry S. Jones, Far Eastern Manager of the Automatic Electric Inc., has lodged a strong protest against the Canton Municipal Government regarding the matter. He has pointed out Mayor Lin's contentions do not warrant abrupt and unconditional cancellation of the contract with his Company. He then went on to answer the Mayor's four points. As regards the first one, he said: "The value of a telephone plant, like a motor-car, is not determined by the price which the seller asks. It is necessary to compare the detailed specification of each in order to determine their real value. The 'old contract' includes a detailed specification of the automatic apparatus which is to be furnished. The 'new contract' does not give the details."

As regards the second point Mr. Jones explained: "The 'old contract' does not require any initial payment to the contractor whatsoever. It stipulates that the Municipality must deposit in a foreign Bank \$225,000 to show good faith but the contractor cannot draw out one penny of it until the plant is completed and in operation. Even the accrued interest remains the funds of the Municipality, and is to be applied to future payments."

"The 'new contract' requires a payment of \$50,000 on the day of signing the contract (March 17th, 1923), and beginning three months thereafter (June 17th, 1923), the Municipality must pay \$30,000 per month. Also the 'new contract' includes a special clause to the effect that 'if any payments are delayed the seller shall correspondingly delay the delivery of deliveries of the materials and equipment.' In other words the Municipality will pay in advance before they can receive any material or equipment."

In refutation of the Mayor's third point Mr. Jones said: "Due to the detailed specifications included in the 'old contract,' the Municipality is assured that full value will be received in the equipment and materials which the contractor agreed to furnish."

Finally, in answer to the Mayor's last point Mr. Jones said: "Both the Municipality and the Automatic Electric Inc., commenced work on the contract the day it was signed. The Municipality on its financial arrangements and the contractor on the engineering work. The Municipality collected approximately \$180,000 Canton currency, but instead of placing it in a foreign Bank, the money was used for other purposes."

"The contractor sent an engineer to Canton in February, 1927, and he remained until September, 1927, during which time he made a complete survey of the city and made complete plans for the underground and aerial plants. The contractor has always been and still is ready and willing to continue the work and satisfactorily fulfil his obligations under the 'old contract.' Up to date, however, he has been prevented from doing so because the Municipality has, for 19 months, failed to establish the credit."

"Mr. Fung also states that the new contract is a saving of about \$200,000 to the public. This is not a fact and I know that Mr. Fung has no way to prove it. He failed to establish the credit."

ARBITRATION COMMITTEE APPOINTED.

The Canton Municipal Government has attached considerable importance to the protest of the Automatic Electric Inc. and has asked three expert lawyers to form an "Arbitration Committee" to arrange for a settlement. The members of the Arbitration Committee consist of Mr. Tu Chi Ti, Mr. Chiang Hsun, Chairman of the Land Arbitration Bureau of Canton; and Mr. Ho Chi Li, Professor of Law at Sun Yat Sen University. At the first meeting of the Arbitration Committee, Mr. Fung Wai, Chief of the Bureau of Public Utilities, made a lengthy report, telling the lawyers his side of the matter. The report of Mr. Fung was, in substance, as follows:

"When I accepted the position of Director of the Telephone Administration in June 7th last year, Mr. Cannon representative of Automatic Electric Inc. was here and asked how to proceed with the contract. At that time the scheme was to ask the Chamber of Commerce to collect \$800,000. . . to be the bargain money. After several months they only collected \$30,000. . . .

As this was not enough this \$30,000 . . . was temporarily deposited with the Chamber of Commerce and was not given to that Company, because for a long time the question was still not solved. The representative of that Company realized it was hard to solve so he returned to the United States with the understanding that he would try to find a method of solving the question. He expected to find the solution in about three to five months and would then return."

He adds: "I worked in the Telephone Administration for several months but never heard of any scheme for solving the question. This year the Utilities Office found the telephone system very bad so the matter was taken up again."

"As this is a Public necessity and the representative of that Company had returned to the United States without any scheme for solving the matter, I made a new contract with the new Company (China Electric Co.) because we want to see the Telephone System improved quickly."

"The difference between the new contract and the old contract is about \$200,000."

"Not until we made the new contract did the old Company bring out the protest."

"As the Municipality has not yet given any money to that Company and that Company has not done any work with the Municipality we can reply to that Company giving this reason and it is very reasonable."

"Do you think it is reasonable?" The Committee entirely agreed with this contention.

MR. JONES ON MR. FUNG'S REPORT.

SHARP CRITICISM.

Commenting upon Mr. Fung's report and the whole procedure, Mr. Jones said:

"Of course you will appreciate that it is ridiculous for a group of lawyers to sit and listen to only one side of an issue and expect the other side to acquiesce without being given a hearing."

"Mr. Cannon was a construction engineer sent to Canton to survey the city and make his plans for the building of the underground and aerial cable and wire plant. He was not in Canton to execute any contract. He was not in Canton to make any changes in any contract, he was not in Canton to try to solve any question of financing the confirmed credit."

"Mr. Fung ignores the facts that, by the hand of their Mayor, Mr. Sun Fo, in August, 1923, the Municipality of Canton entered into a solemn contract and under the seal of their authority guaranteed to establish in a foreign Bank a confirmed credit for one third of the contract price. The Municipality failed to fulfil their obligations."

(Continued on next Column.)

DR. CHAO-HSIN CHU'S DEPUTY.

A BRILLIANT CAREER.

LONG EXPERIENCE OF THE OFFICE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 31st.

The duties of Commissioner for Foreign Affairs of Kwangtung, since Commissioner Chao-Hsin Chu left Canton on Sunday afternoon have been carried on by Mr. Chik-Wai Leung, Chief Secretary of Dr. Chu. Mr. Leung is a most trusted subordinate of Dr. Chu and will continue to carry out his friendly policy toward every nation represented in Canton.

Mr. Leung has had a brilliant career. He was abroad for fourteen years and obtained his B.A. degree at the John B. Stetson University, Florida, U.S.A., with the highest honours. To quote from the *Florida Time-Union*, Jacksonville for June 10th, 1923:

"Perhaps the most distinguished graduate was Chik-Wai Leung from Canton, China, who came to this country eight years ago without knowing a word of English, and has now graduated with the degree of bachelor of arts. Mr. Leung came to Stetson from Columbia University, New York, on account of his health, and graduated with highest honors in his classes. He was a member of several popular societies on the Stetson campus. He returns to Columbia University in the fall after a tour of this country."

After graduating from this institution with distinction, Mr. Leung again entered Columbia University, New York, specializing in international law and diplomacy under John Bassett Moore, the well known professor of international law. He obtained his M.A. degree from this University, after which he made a protracted tour through Canada and Europe before returning to China.

Upon return to his native country some years ago, he became successively professor of International Law at Sun Yat Sen University, secretary to the Canton Foreign Office under Commissioner Foo Bing Sheung and later to Mr. Eugene Chen, and finally chief secretary of Commissioner Chao-Hsin Chu, which position he still holds. The acting Foreign Commissioner has been secretary to the Foreign Office at Canton almost continuously for several years, except for a brief period when he was Commissioner of the Bureau of Education of the district of Sun Hui.

new contract does not state exactly what type of equipment will be furnished, nor does it give a list of the quantities which will be included.

"Mr. Fung states that the A.E. Inc. has not done any work with the Municipality. He overlooks the fact that under the contract the Municipality agree to establish a credit and have not done so, therefore they have prevented the A.E. Inc. from completing their work which was started shortly after the contract was signed."

"Mr. Fung also loses sight of the fact that the Municipality have not since the contract was signed with the Automatic Electric Inc., officially requested us to agree to any changes in the terms of the contract, nor have they officially suggested that it should be cancelled."

"No doubt, our engineer Mr. Cannon was very sympathetic with Mr. Fung and the other officials in their efforts to establish the credit. No doubt he reported the news to his superiors in U.S.A. but he had no authority to negotiate any changes in the contract. Mr. Fung knew this. Mr. Fung should also appreciate the fact that our contract is signed and sealed by the Municipality and also by the Provincial Government and it cannot be cancelled merely because the head of the Public Utilities Department chooses to broadcast a story that the Automatic Electric Inc. failed to fulfil their obligations."

"We have not failed in any respect. We have always been ready and are still ready and willing to carry out our obligations under the contract just as soon as the Municipality establish the credit in a foreign bank. But if the Municipality insist in going ahead with a contract with another company covering the same subject, then they force us to take proper measures to recover loss and damage."

DEVELOPMENT OF KWANGSI.

INDUSTRIAL EXHIBITION AT LIUCHOW.

CO-OPERATION OF FOREIGN MERCHANTS DESIRED.

PRELIMINARY ARRANGEMENTS.

As already announced in the *Daily Press* the Province of Kwangsi is arranging an industrial exhibition to be held at Liuchow, a city well-known for its lumber trade, in the autumn of next year. The definite date has not yet been decided but it is probable that the exhibition will be opened on October 10th, 1929.

The object of the exhibition is to promote industries and to afford opportunity to foreign merchants to display their goods with a view to finding a South China market.

The exhibition will continue from October 10th, 1929 to November 10th subject to modification and change which will be later announced, if necessary. By special arrangement and under certain circumstances, the period may be extended. Admission to the grounds of the exhibition will be free and foreign visitors will be specially welcome.

The exhibits will comprise almost all classes of goods, including farm machinery, agricultural implements, electrical apparatus, telephones, motion picture projectors, motor-cars, motor-boats, and other vehicles.

For convenience of foreign exhibitors offices at Hong Kong and Wuchow are to be arranged. All exhibits coming by sea through Hong Kong may be delivered to the office of the Kwangsi Exposition at Hong Kong which will undertake the transshipment on behalf of the exhibitors and be authorized to issue receipts for the articles received. Arrangements are also being made with the Customs and the Lika Authorities of the Ports and Post Offices of China, through the Nationalist Government, to pass all the exhibits free of duty, but in all cases, all such intended exhibits must bear certificates with the seal of the Exposition for identification.

All exhibits should be delivered to the office of the Exposition at Hong Kong before August 10th, 1929; and at the office of the Exposition at Wuchow, before August 15th, 1929; and at Liuchow, before September 10th, 1929.

All articles are to be reclaimed within three months after the exhibition, after which they will be delivered to the Museum of the Kwangsi Institute for the Development of Industries. For the benefit of the exhibitors, the Exhibition Authorities will arrange auctions or public sales rooms for the disposal of all articles it may be desired to sell and all exhibitors of such articles are requested at the time of forwarding exhibits, to state the price desired or the nearest offer acceptable.

To facilitate manufacturers who are exhibitors of agricultural implements, mining machinery, motor cars, electrical apparatus, and supplies, and allied products, the Exhibition Office will have special warehouses for storage purposes, but the storage will be limited to three months.

Awards on the exhibits will be announced after the close of the exhibition according to the grades and classes to be decided by the Committee of Judges and Awards and appropriate testimonials will be given. Details relative to these will be later announced.

General Wu Ting Yang, Commissioner of Reconstruction of Kwangsi, is Director-General; and Mr. Tang Tsic Yee, M.S. Director of the Kwangsi Institute for the Development of Industries, is Associate-Director-General of the Exhibition. For the time being an Exhibition information office has been opened in the Trade Office of the Bureau of Construction of Kwangsi on the 4th floor of the Bank of Canton Building, No. 8, Des Voeux Road Central, Hong Kong.

ROUND THE POLICE COURTS.

SEQUEL TO MOTOR-CAR AND CYCLE COLLISION.

AT CENTRAL MAGISTRACY.

A motor car driver who in overtaking another vehicle at Leighton Hill Road collided with a motor cycle coming in the opposite direction was summoned before Major C. Wilson for reckless driving. Mr. J. M. d'Almeida Remedios, who watched the case on behalf of the motor cyclist pending a civil action, said that the defendant overtook the other car on the wrong side of the road and the damage to his client's machine amounted to \$130. Defendant, who admitted the offence, was fined \$15.

EUROPEANS AS COMPLAINANTS.

Mr. A. Sommerfelt was the complainant in a summons for obstruction against a Chinese driver who was stated to have left his car in the middle of the road near the Peak Hotel while he held a lengthy conversation with other Chinese. The complainant's car was unable to get past till defendant drove on. Defendant was fined \$10.

A similar fine was imposed in a case in which a taxi-driver was summoned for dangerous driving in Connaught Road. Dr. G. W. Pope (M.O.H.), the complainant, said that he was approaching the "Star" Ferry Wharf when the defendant drove a taxi from a side street right in front of his car.

SMUGGLER'S SPECIAL JUNK.

A Chinese was charged before Mr. R. E. Lindell with possession and importation of 877 gallons of spirits of wine and will using his junk for the purpose of transporting it.

Some interesting details of the construction of the junk in question were given in Court. Chief Preventive Officer Clarke said that the junk was fitted with five different compartments to hold smuggled liquor and there were valves to release the cargo into the sea in case of a surprise visit by revenue officers. There were also kerosene tin openers indicating that the spirits of wine came in such containers and four watertight drums which could be used for conveying the smuggled liquor ashore.

Defendant was sentenced to four months' hard labour.

SAMPAN WOMAN FINED \$7,000!

A sampan woman appeared before Mr. R. E. Lindell for having 100 taels of prepared opium on board her boat at the Causeway Bay typhoon shelter.

A fine of \$7,000 with the alternative of eight months' hard labour was imposed and an order was made for the confiscation of the boat.

CONFESSION AND ITS REWARD.

A Chinese who was charged before Mr. R. E. Lindell with possession of a pair of pliers suspected to be used for unlawful purposes assisted the Court by a bland admittance of guilt. The offender's smiling face changed when he was given three months' hard labour.

AT KOWLOON.

A "SPIRITUALIST."

The ritual by which a husband who had been abroad for 18 years could be brought back to his wife was explained during a case in the Kowloon Court. In his search for victims the "spiritualist" was accompanied by a woman, but she evaded arrest. It was alleged that the man obtained a sum of \$171 from a woman by means of false pretence, and a further sum of \$90 from another woman.

On evidence being called before Mr. Schofield on the first charge, the female tenant of a Portland Street house said that she saw the woman complainant place some notes on the table. Defendant and another woman were then present, but she did not see the money change hands.

Defendant was discharged on the ground of insufficient evidence and the second charge was dropped owing to the absence of the complainant.

MARRIED AT AGE OF 6!

A case in which two Chinese women were charged with harbouring a 17-years-old unmarried girl without the consent of her parents provided some difficulty for the Magistrate.

A man who appeared as the complainant stated that he was the father-in-law of the girl who was taken into his family at the age of six, but his son was abroad and there had never been any marriage ceremony.

His Worship remarked that he failed to see how a girl with a father-in-law could be described as unmarried.

The case was adjourned until today for the matter to be referred to the Secretariat for Chinese Affairs.

"AEROLUX" BLINDS



WE HAVE RECENTLY FITTED UP DOZENS OF THESE BLINDS WITH GREAT SUCCESS - MAY WE SHOW THEM TO YOU?

LANE, CRAWFORD, LTD.
FURNISHING DEPARTMENT.

NEW MUSIC

RAMONA

THE POPULAR WALTZ

AT

ANDERSON'S.

Delightful Books of Winning Merit.

- "THE CELTIC SONG BOOK." Arranged by A. P. GRAVES, LITT.D. Being representative Folk Songs of the Six Celtic Nations. This will come as a happy surprise to many lovers. \$8.00
- "TALES OF MEAN STREETS." By ARTHUR MORRISON. A volume of sketches of East End life which have been highly praised for their truth and strength and pathos. \$2.65
- "GREAT SHORT NOVELS OF THE WORLD." A Collection of Complete Short Novels chosen from the Literatures of all Periods and Countries by B. H. CLARK. \$6.50
- "A GARDEN OF PEACE." By F. LITTLEMORE. A medley in quietude. With 13 illustrations. \$4.50
- "THE JOY OF LIFE." By E. V. LUCAS. An anthology of lyrics of happiness and excitement drawn chiefly from the works of living poets. \$4.50
- "AN ANTHOLOGY OF MODERN VERSE." Chosen by A. MATHUR. \$4.50
- "HENRY BROCKEN." By WALTER DE LA MARE. His travels and adventures in the Rich, Strange, Scarcely Imaginable Regions of Romance. \$2.65
- "PENICILLINS." By J. MIDDLETON MURRAY. Little Essays on Literature. \$2.65
- "IN TUNE WITH THE INFINITE." By R. W. TRINE. With drawings by GILBERT JAMES. \$5.65
- "CANNIBAL JACK." The true autobiography of a White Man in the South Seas. Edited by JAMES HADFIELD with a preface by H. de Vries BRACPOOL. \$5.65
- "THE STORIES OF ROBERT LOUIS STEVENSON." Horror, Mystery, Exotic, Charm, Hocus-pocus, Strange Adventure. 1,120 pages. 6 volumes in 1. \$5.65
- "POSSIBLE WORLDS AND OTHER ESSAYS." By J. B. S. HALDANE. Wonderful stories on scientific research. \$5.65

KELLY & WALSH, LTD.
PUBLISHERS. CHATTEE ROAD.

NEW ADVERTISEMENTS.

NOTICE.

KOWLOON BOWLING GREEN CLUB.

OWING to the KOWLOON CRICKET CLUB CONCERT being held on SATURDAY, the 4th AUGUST, the USUAL FORT-NIGHTLY WHIST DRIVE of the KOWLOON BOWLING GREEN CLUB will take place on FRIDAY, the 3rd AUGUST.

BY ORDER. [5551]

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of Sixty Cents Per Share has been declared Payable on WEDNESDAY, 22nd AUGUST Next, on and after which Date Dividend Warrants may be obtained upon Application at the REGISTERED OFFICE of the Company, CANAL ROAD EAST, HONG KONG.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED on WEDNESDAY, 8th AUGUST, to TUESDAY, 21st AUGUST, 1928. Both Days inclusive.

By Order of the Board,

L. C. F. BELLAMY,

General Manager.

Hong Kong, 30th July, 1928. [5559]

NOTICE.

THE Undersigned Certificates for 300 Shares in the Company, standing in the Name of JOHN MACNAB, Deceased, late of 2, GLENCAIRN DRIVE, POLKATHILL, GLASGOW, have been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, Other Certificates for the Said Shares will be issued by the Company and thereafter No Other will be acknowledged.

Shares.	No.
Certificate for 15	4822-4836
" 15	4837-4851
" 20	7030-7049
" 50	22154-22203
" 50	55367-55408
" 75	73672-73684
" 75	110177-110251
— 300 Shares.	

A. S. WATSON & CO., LTD.
Hong Kong, 18th July, 1928. [5514]

PARTICULARS

OF THE STEAMSHIP "GORJISTAN"

NOW LYING IN THE HARBOUR OF HONG KONG

To be sold by ORDER OF THE COURT

AT PUBLIC AUCTION

ON THURSDAY,

THE 2ND DAY OF AUGUST, 1928,

At Noon,

IN ONE LOT

BY MESSRS. LAMBERT BROTHERS,

Auctioneers,

At THREE AUCTION ROOMS,

No. 4, DUNDRELL STREET,

VICTORIA, IN THE COLONY OF HONG KONG

STEAMSHIP "GORJISTAN"

THE Ship is a British ship registered at Hong Kong of 481 tons Gross and of 2916 tons Registered tonnage. She has accommodation for 27 First Class Passengers, 24 Second Class Passengers and 1450 Deck Passengers and is fitted with Electric Light and was built by Armstrong Mitchell & Co. of Newcastle-on-Tyne, England.

Deadweight.....	6,080 Tons
Length B.P.....	369' 0"
Length over all.....	378' 0"
Ex. Breadth.....	47' 0"
Moulded Depth.....	30' 0"
Horse Power.....	580
Speed.....	11 Knots

The Ship is also fitted as an Oil Bunker.

For Orders to View Apply to the Auctioneers.

For further Particulars Apply to—

Messrs. GEO. K. HALL BRUTTON & CO.,

Solicitors, &c.,

St. George's Building,

OR TO

Messrs. LAMBERT BROTHERS,

Auctioneers,

No. 4, DUNDRELL STREET,

HONG KONG.

Hong Kong, 28th July, 1928. [5549]

"THE PEAK FLATS,"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS

and

Six-Roomed FLATS

with all Modern Conveniences. Drying Rooms and Out-houses. Two Lifts.

Apply to—

CREDIT FONCIER

D'EXTREMITE-ORIENT,

4th Floor,

FRANCO BANK BUILDING.

INTIMATIONS.

TO LET.

A 5-Roomed HOUSE in MIDDLE AVENUE, KOWLOON. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDING. [5508]

TO LET.

A FLAT in CAMERON BUILDINGS, Kowloon. FLATS at MAY ROAD, Hong Kong. Apply to— HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDING. [5501]

TO BE LET OR SOLD—Commodious BUNGALOW at MAGNIFICENT GATE, near Motor Road, Good Garden. Private Garage. Apply. Box No. 5273, c/o Hong Kong Daily Press. [5273]

TO LET—Furnished, Four Room FLATS at 16, McDONNELL ROAD, with Modern Conveniences. For Particulars, Apply: KAYE BROS., 2, QUEEN'S ROAD. Tel. C. 3216 or C. 2722. [5492]

FRONT PORTION of SHOP TO LET, Central Position, Suitable for Milliner or Dress Maker. Moderate Rental. Apply: "Z" c/o Hong Kong Daily Press. [5493]

SEMI-DETACHED HOUSE, with 10 Rooms, 3 Bathrooms, No. 5, CONNOR ROAD, Three 3-4 Roomed FLATS, in Nos. 14 and 18, CONNOR ROAD. Apply to: LINDSEY & DAVIS. [780]

WANTED To Rent Unfurnished HOUSE at Two STAIRS. (Canton).—Reply to Box No. 5553, c/o Hong Kong Daily Press. [5552]

WHY Continue to suffer when you can have POO ON HERBS within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st Floor. Tel. C. 5009.

AN Experienced CHINESE GENTLEMAN desires Position as OASHIER. Excellent References. Security Furnished.—Please Apply to Box No. 388, c/o Hong Kong Daily Press. [388]

YOUNG PORTUGUESE LADY with Good Knowledge of Training and Hest-making, also a Good Needle Worker, desires POSITION in Millinery Shop or Companion to Family.—Please apply to Box 367, c/o Hong Kong Daily Press. [367]

Hong Kong Office: 11, Ice House Street.
London Office: 11, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 1st, 1928.

DOING "BUSINESS" WITH THE CANTON GOVERNMENT.

THE experience in Canton of Señor S. DE OSSA, the Chargé d'Affaires for Chile, is not without interest to foreign merchants and corporations who wish to enter into business contracts with the Kwangtung Government. Señor DE OSSA, whose headquarters are in Peking, has been in Canton for ten months endeavouring to arrange for the unrestricted importation of Chilean nitrate into South China. The nitrate, which has a world-wide reputation as a fertiliser, is sold in enormous quantities in Japan and is admitted freely into all the Yangtze ports, but in South China it has been classified as an article from which explosives might easily be manufactured and, as such, has come under the rules and regulations of the Bureau entrusted with the monopoly of handling all explosive materials. Naturally sales were prohibited and it has been Señor DE OSSA's duty, as representing the Government of Chile, to bring about a change in these conditions. Our readers may have followed to some extent the course of negotiations through the occasional letters on the subject

INTIMATIONS.



AWARDED
50
GOLD & PRIZE
MEDALS.
—
IT
NEVER
VARIES!

SOLE AGENTS—

A. S. WATSON
& CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C 618.

[55]

written by our Chinese correspondent. There have been social entertainments, interviews, and political discussions. Time and again it appeared that all difficulties had been removed, and complete understanding reached, but there are wheels within wheels in all Canton official business, the intricate ramifications of which it is impossible for any foreigner to comprehend, and always some obstacle emerged just as a friendly agreement seemed on the point of being signed. Then the negotiations would start again *de novo*. But Señor DE OSSA exercised an exemplary patience. He apparently had all official opinion on his side and his contention that it was absurd to regard Chilean nitrate as a dangerous commodity was freely admitted. He, therefore, carried on, buoyed up by his belief in the old English proverb, "It's a long lane that has no turning," and we are glad to say that ultimately his faith was justified. The politicians put their heads together and a way out of the impasse was at last discovered. In order to overcome the difficulties raised by the Monopoly Bureau it was decided that the Kwangtung Government should buy the Chilean nitrate direct, and supervise its distribution to the farmers who might wish to use it on their fields. Subject to certain safe-guards in the matter of retail price, Señor DE OSSA agreed to this arrangement. The subject was brought up in the form of a resolution at the necessary meetings. The resolution was unanimously passed. The Chilean representative received the warm congratulations of his friends and helpers on the successful outcome

of his mission, and as we might say in a lighter moment, "Every-thing in the garden was lovely." Then came the time to put the resolution into effect. That was regarded as a mere matter of routine. All that Señor DE OSSA had to do was to call upon the Commissioner of Finance and the first order for five hundred or a thousand tons of nitrate would be signed. This the Chargé d'Affaires did immediately. He found the Finance Commissioner very sympathetic and fully in accord with the procedure which had been followed, but, alas, here was the little final snag,—the Government had no money with which to make such purchases and did not see its way to find any. We did not hear that Señor DE OSSA broke down immediately at this anti-climax, but we have since learned on fairly reliable authority that he is contemplating a short retirement into a nursing home in an endeavour to recuperate from the mental stress involved by his ten months participation in Chinese Government business.

This little episode has its amusing side which will doubtless be appreciated by many commercial men in Hong Kong and Canton, who it may be have suffered on somewhat similar lines, but it has its serious aspect also. We are not directly interested in the sale of Chilean nitrate but if it is calculated as a fertiliser to improve and increase agricultural produce there seems no reason why the Kwangtung farmers should arbitrarily be deprived of its use, particularly when it enjoys a free sale in the Northern provinces. In Chile, it must be remembered, the Chinese are given absolutely equal status with Chilean nationals and no impediment of any kind is placed upon their trade. If Kwangtung persists in preventing the importation of nitrate, the export of which furnishes Chile with a large proportion of its revenue, reprisals in some form or another may not unnaturally be anticipated.

At the Kowloon C.C. concert yesterday, a Chinese who had hidden a small quantity of illicit opium under his jacket was fined \$12.

As the Kowloon C.C. concert is being held on Saturday, August 4th, the usual fortnightly whist drive will take place on Friday, the 3rd inst.

The total output of the Kailan Mining Administration's mines for the week ending July 14th amounted to 81,122 tons, and the sales during the period to 59,428 tons.

Captain Mason, a resident at the Kowloon Hotel, was reported as missing since last Friday by Mrs. White, the manageress. However, it is now learned that Capt. Mason returned to the Hotel yesterday at noon.

A criminal record extending over eight years with five convictions during that period was produced in Kowloon yesterday against a man convicted of the possession of a pair of trousers which had been stolen. The man was sentenced to six weeks' hard labour with the option of a fine of \$50.

Cases of notifiable disease reported in the Colony last week were as follows:—Plague, 1; small-pox, 4 (1 fatal); enteric, 5 (1 fatal); paratyphoid, 1; puerperal fever, 1 (fatal). There were also two deaths from influenza. On Monday three cases of small-pox and one of puerperal fever were notified. All cases were Chinese.

A Chinese who was brought before the Kowloon Magistrate yesterday on a charge of burglary at No. 459, Nathan Road, was reminded of a previous conviction three years ago. He made, however, the extraordinary statement that he had no recollection of this as he had been seriously ill. He was sentenced to two months' hard labour.

A warrant for the arrest of Pak Yeung On alias Pak Shun Lee, aged 20, has been issued by the Police. The man is wanted for the alleged theft of twelve old Chinese pictures valued at \$800 the property of Mr. Tse Shu Wu of No. 50, Queen's Road East. A warrant has also been issued for the apprehension of a Chinese named Cheung Shing Wen, aged 27, for alleged embezzlement of \$175 the property of Mr. Chu Ping.

MR. A. K. HENDERSON.

TRAMWAY COMPANY'S ENGINEER TO RETIRE.

THIRTY-TWO YEARS IN EAST.

Mr. A. K. Henderson, Chief Engineer of the Hong Kong Tramways Company, will be much missed when he leaves for Home on retirement towards the end of this month. He has been connected with the Tramway Company since November, 1910, and first came out East in 1896. In those early days Mr. Henderson was a Ship's Engineer and he has been a member of the Institution of Engineers and Shipbuilders of Hong Kong since that date 32 years ago. The Institution is making a presentation to Mr. Henderson on August 10th when his fellow clubmen will wish him *bon voyage* and many years happiness in the old country.

Another presentation by the St. Andrew's Society is to be made the occasion of a tiffin given in his honour on the 15th August at the Hong Kong Hotel, and it is believed that the East Point Recreation Club of which Mr. Henderson has been a member for many years is also making a formal gift. He has been a useful member of the Committee of the Hong Kong Golf Club where he has many friends who will wish him good luck when he leaves the Colony.

Mr. Henderson is a sailor adventurer at heart although he has spent the last eighteen years arranging for the safe navigation of trams, and he is going a long way home *via* Australia and the Cape in both of which places he has many friends. He is looking forward to the sea voyage as in some way a resumption of his earlier life besides being in itself an adventure and giving him the opportunity to pick up old friendships.

A SHANGHAI GANG.

TWELVE SENTENCED TO LONG TERMS.

POLICE REQUEST FOR DEATH PENALTY IGNORED.

SHANGHAI, July 27th.

Twelve members of a gang, described by the Police Prosecutor as "the most hardened set of criminals who have ever come into this Settlement and whom the Police wish to exterminate," and who were charged with a long list of crimes, amongst which were those of the murder of a Chinese mill foreman in Foochow Road on January 27th, the murder of a Chinese mill foreman in the Gordon Road District on March 28th, and the murder of another foreman on the next day in the same district, came up for sentence in the Provisional Court yesterday before Judge Kuh.

Mr. R. T. Bryan, Police Prosecutor, urged that all the accused should be convicted, otherwise if they were set at liberty they would only kill more brave Chinese and foreign members of the Police force. The Police desired the extreme penalty so that people could live in safety in the Settlement.

Evidence tendered at previous hearings went to show that pistols were seized in a house in Chapel, stored away under the roof, and that empty shells found by the Police at the scenes of the crimes tallied after experiments made at Gordon Road Police Station with those which were fired from the confiscated arms.

Four of the accused were sentenced to life imprisonment, and the others to 18, 16, 12, eight and six years' imprisonment, while one was acquitted. However, the man found not guilty was ordered to be handed over to the Chinese authorities to answer charges in connection with crimes committed in Chinese territory, and three of those who received sentences were also ordered to be handed over to the French Police for trial in connection with crimes committed in the French Concession.

Protest By Consul's Deputy.

Mr. M. Hasegawa, who sat as Senior Consul's Deputy, reserved the right of protest against the sentence. It is believed that he is of the same opinion as the Prosecutor and Police that the principal members of the gang should have received the extreme penalty.

CORRESPONDENCE.

THE WATER SHORTAGE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—As a resident of over 30 years in this Colony, it has often struck me why nobody has advocated the opening of wells and obtaining water therefrom. I do not mean wells in the crowded portions of the City; these might very well be suspect. But in what may be called the outskirts of the City of Victoria there are very many favourable places at which wells may be sunk. When I was a school-boy my ramblings took me often all over the hillsides: commencing from the present "Marble Hall" site, westwards, to Pokfulam and Aberdeen, all off the beaten track; and eastwards from Queen's Garden to the outlet of the Tyam tunnel, there was no conduit then.

I used to quench my thirst at many a brook, very limpid and sweet water, the best being just east of the late Sir Paul Chater's residence on Conduit Road. This for preference, but the others were good.

Cannot wells be sunk in such localities? I am certain that very good potable water could thus be obtained and in considerable quantities. This water could be periodically tested by the Bacteriological Department and, if found to be contaminated or otherwise unsuitable for drinking, it could still be used for many other purposes for which filtered water is not a desideratum.

The water so obtained could be pumped into tanks or water-towers and led from thence by pipes or other forms of ducts to the lower levels of the City—pressure and gravitation giving the necessary "head."—Yours faithfully,

HEUNG KONG SHUI.

Hong Kong, July 31st, 1928.

THE CAFE PAVILION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—My attention has been drawn to a report, published yesterday, of a claim against the Café Pavilion for payment of eggs. This has no doubt misled many of your readers into the idea that the claim was against this concern, and I have, therefore, to request you to be so good as to explain that the claim was against the former proprietors of the Café.

As sole proprietor and manager of the present firm, having purchased the business for cash from the liquidators on the 30th June last free of all liability, and having always made all my purchases for cash, I am sure you will see the injustice of allowing yesterday's report to go uncorrected.—Yours faithfully,

J. VIDORO,

Sole Proprietor.

SHANGHAI ROBBER KILLED.

LIFE SACRIFICED FOR \$400.

An exciting chase through the French Concession, Shanghai a pistol fight in an alleyway, and then another fight into the Chinese city, ending in the killing of an armed robber, occurred on Tuesday last week. A young Chinese employed in a hong in Route Mission had been sent to a money changer in Rue Montauban in order to obtain \$400. He was returning with this sum when he was stopped by a man who threatened him with a revolver and forced him to give up the money.

Having secured the booty, the robber took to flight, running into Rue du Consulate, but an alarm was raised immediately and two Chinese policemen in close proximity took up the pursuit. The fugitive turned into an alleyway off Rue Petit and endeavoured to hide, but, finding that he was discovered and that the game was up, he entrenched himself behind a pile of cases and opened fire on the police, one of whom was seriously wounded and had to be taken to hospital.

Taking advantage of the confusion caused by the shooting, the desperado managed to get out of the alleyway, but he was fatigued by his first flight and, though he succeeded in getting into the Chinese city, it was not long before the police there cornered him. Several more shots were fired, one striking the bandit in the head and killing him instantly.—N.O. Daily News.

AERODROME AND HARBOUR.

\$500,000 MORE REQUIRED.

MONEY FROM THE PUBLIC WORKS LOAN.

MEETING OF LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held in the Sanitary Board Room to-morrow (Thursday) afternoon at 2.30 p.m.

The Colonial Secretary will move a resolution authorising the expenditure of another \$500,000 from the Public Works Loan upon aerodrome and harbour development.

In the Ordinance authorising the flotation of the Public Works Loan of \$5,000,000 it was stated that the money would be allocated to (1) Waterworks development, \$3,500,000; (2) aerodrome and harbour development, \$1,000,000; (3) other public works, \$500,000.

It was provided, however, that if such sums were not required for the specific purposes mentioned they could be utilised for any of the works enumerated in the Ordinance. The Colonial Secretary's resolution is, therefore, merely a formal one, transferring the half-million dollars earmarked for "other public works" to the aerodrome and harbour development. It is in the following words:—

Whereas by the provisions of section 3 of the Public Works Loan Ordinance, 1927, it is (*inter alia*) provided that the Governor may direct that any sums which may not be required for a purpose specified in the Schedule may be appropriated and applied to any other purpose therein specified subject to such transfer of money from one item of the Schedule to any other item thereof being approved by a resolution of the Legislative Council and by the Secretary of State.

And whereas His Excellency the Officer Administering the Government has directed that the sum of \$500,000 allocated to item No. 3 of the Schedule, other public works, be appropriated and applied to item No. 3 of the Schedule, aerodrome and harbour development.

Now it is hereby resolved that the approval of the Legislative Council shall be and is hereby given to the transfer of the sum of \$500,000 from item No. 3 to item No. 2 of the Schedule.

The Companies Amendment Ordinance and the Widows' and Orphans' Pension Amendment Ordinance will come up for a second reading. In all probability they will also be taken through the Committee stage, read a third time and passed.

OBITUARY.

SIR FIELDING CLARKE.

FORMER CHIEF JUSTICE OF HONG KONG.

The death is announced by *Reuter* cable of Sir Fielding Clarke, Kt., formerly Chief Justice of Hong Kong.

Sir Fielding, who was educated at King's College, London, was appointed Chief Justice of Fiji in 1881, and became Puisne Judge at Hong Kong in 1888. Three years later he was made Chief Justice at Hong Kong, a post which he held until 1895, when he was transferred to Jamaica.

He retired in 1911.

CO-EDUCATION TO STOP.

SCHOOL REORGANISATION IN CANTON.

Since the passing of the resolution by the National Educational Conference banning this system of co-education, the local Department of Education, says the *Canton Gazette*, has been preparing to effect the change in this province.

It has been decided that co-education will cease when the next semester begins. The girl students of the First and Second Provincial Middle Schools will be transferred to the Girls Middle School. The High Middle Normal School girl students will be transferred to the Provincial Normal School for Girls. Instructions have been given to the various school authorities of these changes, to be instituted when the next semester opens.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 8.55 p.m., stated:—

Pressure is high to the north of Japan and low over China. The typhoon is still about midway between Tokyo and the Bonins.

Local Forecast:—South winds, moderate, fine.

CHINA'S NOTE AND
U.S. REPLY.YEN HSI SHAN'S SUDDEN
ILLNESS.PRELIMINARIES OF
PLENARY SESSION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31st.
The American Consul-General has released the following note from Mr. MacMurray to Dr. C. T. Wang acknowledging receipt of the undated telegram in which you communicate to me directly the English translation of the note, the original whereof you advised me was being transmitted to me through other channels. The note is in response to the telegram of July 24th in which I conveyed to you the note of that date from Mr. Kellogg.

"Since the time when your note was written, you have no doubt learned of the signature of the treaty regulating Sino-American tariff relations. In concluding that treaty, the United States Government has promptly and completely fulfilled what had been offered in Mr. Kellogg's note."

"In order therefore to avoid any possibility of misconception as to the purposes of my Government under the present circumstances, I must point out that, whereas your note to me refers to negotiations soon to commence, it is now the fact that such negotiations as the American Government had in contemplation have already been satisfactorily concluded."

C. T. WANG'S NOTE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31st.
"The Nationalist Government feel much gratified to be apprised of the deep and sympathetic interest with which the American Government and people have been watching recent developments in this country, and of the readiness of the American Government to enter into negotiations at once for the purpose of concluding a new treaty."

So reads Mr. C. T. Wang's reply to Mr. MacMurray's communication of July 24th, transmitting Mr. Kellogg's note on treaty revision. The Foreign Minister hopes that the negotiations will result in a proper settlement of all questions in need of immediate solution.

FINAL DRAFT NOT READY.

(Wah Tai Yat Pao.)

SHANGHAI, July 31st.
Japan's note in reply to China's note, regarding the abrogation of the Sino-Japanese treaty has not as yet been communicated to the Nationalist Government owing to the fact that it is being subjected to some modifications.

JAPAN'S NOTE.

(Wah Tai Yat Pao.)

SHANGHAI, July 31st.
The contents of Japan's note, which is expected to be communicated to the Nationalist Government, are briefly summarised in three points:

(1) Japan's present interests in China must be maintained.
(2) The Japanese Government cannot recognise the legality of the seven regulations governing the *modus vivendi*, which have been recently promulgated by the Nationalist Government.

(3) The Japanese Government will consent to China's proposal to negotiate with Japan for a new treaty.

FRENCH READINESS.

(Tsun Wan Yat Pao.)

SHANGHAI, July 31st.
The French Chargé d'Affaires in Peking, in visiting the Chinese diplomatic authorities, said that the French Government is willing to enter into negotiations with the Nationalist Government for the revision of the existing Sino-French Treaty. As soon as he receives instructions from his Home Government he will be able to take up negotiations with Chinese Government.

YEN HSI SHAN TREATED
FOR APPENDICITIS.

[THROUGH REUTER'S AGENCY.]

PEKING, July 31st.
The Peking Leader reports that Yen Hsi Shan received emergency treatment for appendicitis at Yuan-shih-shien, and afterwards proceeded to Shanghai, where his condition was found to be serious. A later message confirms the report that Yen Hsi Shan is suffering from appendicitis.

UNCONFIRMED REPORT.

(Wah Tai Yat Pao.)

SHANGHAI, July 31st.
It is reported that Marshal Yen Hsi Shan arrived at Nanking this morning, but it has not been confirmed.

INSPIRATION OF A
MURDER.

A NUN'S REMARK.

ASSASSIN'S CONVICTION.

[THROUGH REUTER'S AGENCY.]

Mexico City, July 31st.
According to a voluminous police report, the assassination of General Obregon was inspired by a casual remark.

A nun in the presence of the assassin said that the religious situation in Mexico would be solved by the deaths of Obregon, Calles and the Patriarch of the Schematic Catholic Church.

The assassin Leonora is entirely tranquil and is convinced that he is going to Heaven, where he will meet his victim, who is "fundamentally a good man."

SHOTS AT ITALIAN
WARSHIP."SEBASTIANO CABOTO"
UNDER FIRE.

DENIAL BY C-IN-C.

[THROUGH REUTER'S AGENCY.]

PEKING, July 30th.
A sensational incident, in which a Chinese warship fired on an Italian cruiser, occurred at New-chang on Saturday morning.

The Italian cruiser *Sebastiano Caboto* was leaving the port early in the morning when a Chinese man-of-war fired on her somewhat heavily.

The *Sebastiano Caboto* returned the fire. There were no Italian casualties. When the Chinese warship discovered that the Italian cruiser was not an enemy-raft, she ceased firing.

It is believed that the misunderstanding was due to the fact that some ships of the Northern Squadron had gone over to the Nationalists; hence the Chinese naval officers were not sure who was friend and who foe.

Without Foundation.

SHANGHAI, July 31st.
Reuter is informed by the Commander-in-Chief of Italian Naval Forces in the Far East that the report of a naval clash is without foundation.

RUSSIAN FLOODS
SPREADING.

RAILWAYS BLOCKED.

[THROUGH REUTER'S AGENCY.]

Moscow, July 31st.
Over fifty villages have now been inundated in the Amur Province and railway communication with Blagoveshensk is interrupted. The city itself is partly under water, and the floods are extending to the maritime province.

FOREST FIRE RAGING ON
CARPATHIANS.

SERIOUS DAMAGE DONE.

SOLDIERS AS FIRE FIGHTERS.

[BRITISH WIRELESS SERVICE.]

WARSAW, July 31st.
Notwithstanding the energies of several battalions of engineering troops, the great forest fire on the Carpathian Mountains, which broke out during the heat wave, is still raging. Heavy damage has been done.

FIFTH PLENARY SESSION.

[THROUGH REUTER'S AGENCY.]

NANKING, July 31st.
The inaugural ceremony of the Fifth Plenary Session is being held to-morrow morning at the Assembly Hall of the Central Party Headquarters.

Owing to the fact that a number of members will not arrive in time for the opening of the session, only preliminary meetings will be held from August 1st-3rd, for an informal exchange of views. The first formal session will be held from August 4th-8th.

At present twenty-six members of the Central Executive Committee and eight of the Central Supervisory Committee have arrived.

ATTACK ON NORTH.

(Tsun Wan Yat Pao.)

SHANGHAI, July 31st.
General Pei Chung Hsi has decided to launch a general attack on the Shantung-Chihli remnants now quartered in North-eastern Chihli on August 3rd. Troops are now being mobilised.

WAY STREWN WITH
FLOWERS."ITALIA" EXPLORERS
RETURN.

ENTHUSIASTIC WELCOMES.

[THROUGH REUTER'S AGENCY.]

Rome, July 31st.
There was a bombardment of flowers joined with the enthusiastic singing of the Fascist Hymn on the arrival of the *Italia* Survivors at the frontier town of Trento. This testified the public reaction to the accusations abroad against the expedition.

An even more enthusiastic reception was given subsequent to their arrival at Verona. The travellers were welcomed by Commander Pierozzi, representing the Naval Under Secretary.

PROSECUTION OF INDIAN
PAPERS.

TWO LIBEL SUITS.

REWARD OFFERED AGAINST
TRAIN WRECKERS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30th.
In the House of Commons, Earl Winterton, Under Secretary for India, stated that the Government of Bengal was prosecuting the editor, printer, and publisher of the *Swarajist* newspaper, *Forward*, in respect of the publication of a letter alleging that some Indians injured in the railway disaster at Dankani (in which 21 were killed and 3 injured) were searched and killed by men acting under the instructions of a European.

The Government of India has, said Earl Winterton, ordered the prosecution of the newspaper *Pioneer* by the East-Indian Railway for reproducing the same letter. Two libel suits had also been filed by the agent of other railway officers against the *Forward* Publishing Company, its editor and printer.

The reward for the detection and conviction of the perpetrators of the removal of the rails, which caused the derailment, had been increased to 30,000 Rupees, and four arrests have been made.

ARCHBISHOP OF CANTER-
BURY.

AUDIENCE GRANTED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30th.
His Majesty the King granted an audience to the Archbishop of Canterbury on his resignation.

HUNGARY'S RECORD
HARVEST.SALE HINDERED BY
TARIFFS.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, July 30th.
Nineteen days of excessive heat have ended in a rainstorm. The harvest exceeds the most optimistic forecasts, but agriculturalists are worrying over the problem of disposing of it in face of the surrounding tariff walls.

APPOINTMENTS APPROVED.

TWO NEW INDIAN
GOVERNORS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30th.
His Majesty the King has approved of the appointments of Sir Malcolm Hailey, K.C.S.I., as Governor of the United Provinces, and of Sir Geoffrey de Montmorency, K.C.I.E., as Governor of Punjab.

HAIHO RIVER SILTED UP.

WARNING TO VESSELS.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, July 30th.
The Harbour Master has issued a notice to the effect that owing to the present silted condition of the upper reaches of the Haiho and the impracticability of maintaining swinging berths, it is advisable that all vessels bound for Tientsin should remain at Tangku.

"CITY OF YOKOHAMA."

SAFE ARRIVAL AT COLOMBO.

[THROUGH REUTER'S AGENCY.]

Colombo, July 30th.
The s.s. *City of Yokohama*, which on the 21st instant sent out a wireless when 1,150 miles south of Colombo saying she was disabled and needed assistance, has arrived here.

Repairs will be completed in a few days.

LONDON TO INDIA
AIR ROUTE.POPULARITY OF FLYING
CLUBS.CIVIL AVIATION'S PRO-
GRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30th.

Replying in the debate on the Air Ministry Estimates in the House of Commons to-day, Sir Samuel Hoare said the London-to-India air route ought to be working according to scheduled time by April, 1929.

Once this route had been developed and was soundly working, the next real route would be the "All-Red Line" from London to Cape Town.

He would see whether it was possible to make a start on the Cape Town route before the end of the present Parliament.

As regards the spread of interest in civil aviation, Sir Samuel said that Light Aeroplane Clubs, which had only existed for two years, had a membership of 2,744 members.

It is notable that these members flew over 6,000 hours in the first six months of 1928.

He also drew attention to the increase in tonnage carried by the Imperial Airways, Limited. It had risen by 66 per cent. in the past three years, while the cost of operation was decreasing more quickly than in any other country.

It had fallen from 51 pence per ton mile in 1924 to 23 pence at the present time. Britain was on the high road to making civil aviation self-supporting, he declared.

DREAM OF TRAIN SMASH.

YOUNG MAN'S STRANGE
EXPERIENCE.

TOO ILL FOR BREAKFAST.

A remarkable story of a dream about the recent railway disaster at Darlington, as the result of which 21 people lost their lives, is told by Mr. Dudley F. Walker, of 18, Shepherd's Hill, Stoughton, near Guildford, Surrey. Mr. Walker, who is 26 years old, writes in a letter to *The Daily Mail*:

"I actually dreamed the whole of the Darlington train disaster on Wednesday night at approximately the time that it happened (between 11 and 12 o'clock)."

So impressed was I with the dream that when I came down on Thursday morning I told my mother all the details of the dream and added that had I been leaving for a railway journey I should not have travelled.

These were the significant features of my dream, which was as clear as a cinema film:

I was in an overhead signal box, over a railway line I had never seen before. It was night, and I saw approaching what I knew was an excursion train full of people returning from some big function.

I knew it was my duty to signal this train through, which I did, but at the same time I had a feeling that the train was doomed.

Pitched in the Air!

In my dream I seemed to hover in the air, and follow the express, as it slowed to round a loop line. As it approached a station I saw to my horror another smaller train on the same line. Although both seemed to be travelling slowly, they met with terrible impact. I saw the express and its coaches pitch and twist into the air, and the noise was terrible.

Most of the dead bodies lying by the side of the track were those of women and girls.

I distinctly heard a doctor say, as a man was lifted out of a coach: "Poor chap—he is dead."

Some other voice said: "I believe I saw his eyelids move."

Then the doctor said: "It is only your nerves—he has been dead some time."

I was quite upset when I got up and felt too unwell to eat any breakfast. All day I thought about the dream.

On my way home you can imagine my feelings when I saw the evening paper placards. I bought the papers and rushed home with the news.

BRITAIN'S FOREIGN POLICY.

SIR AUSTEN CHAMBERLAIN ON THE KELLOGG
TREATY.

NOT A PANACEA FOR ALL ILLS.

AMERICAN RESPONSIBILITY.

In the debate on the Foreign Office Estimates, Sir Austen Chamberlain made a lengthy pronouncement upon Britain's foreign policy, dealing chiefly with disarmament, the significance of the Kellogg Peace Pact, and the British policy in China.

Dealing with the last question, he emphasised the fact that Britain regarded the settlement of the Nanking Incident as a necessary antecedent to any negotiations for treaty revision. There was now no opportunity for concerted action by the Powers in the question of China treaties, as America had already taken independent action in signing the tariff treaty.

[BRITISH WIRELESS SERVICE.]

ROOBY, July 30th.

In the debate on the Foreign Office Estimates, Sir Austen Chamberlain dealt at some length with Britain's foreign policy.

Sir Austen drew attention to the recent action of King Fuad in dissolving the Egyptian Parliament, and said that Britain would adhere to the Declaration of 1922.

Whatever form of government the Egyptian King and people established in Egypt, they must take into account the reservations regarding defences and communications, and must satisfy Britain that our special interests were duly respected, until such time, if the time ever comes, when the Egyptians are prepared to make a Treaty with Britain on the only basis on which any responsible Government can ever consent to negotiate.

The Foreign Secretary pointed out that as a last resort British troops in Egypt would be called upon to maintain order.

He did not think that the present time was opportune for the opening of any fresh Treaty negotiations.

Sir Austen added that the present British Government based their action upon the policy pursued by Mr. Ramsay MacDonald when he was Labour Foreign Minister. They had carried out, not a party policy, but a national policy throughout their dealings with Egypt.

New Disarmament Conference.

There was also a question, he said, of a new disarmament conference. In this connection, conversations had recently been going on between Britain and France, as the result of which they had succeeded in finding a compromise regarding naval issues.

Speaking in regard to disarmament, Sir Austen said undoubtedly the signature of the Kellogg Treaty was a new fact to which all must pay attention and of which all should take account. But he would rather deal with the matter of disarmament apart from the Kellogg Treaty, because, whether that Treaty had been proposed or not, one would still have been faced with the question of the limitation of armaments.

He had been asked what was going on in the Preparatory Commission for Disarmament at Geneva. At the moment, the Preparatory Commission was not in session. But it was known to the House of Commons that some decision had been reached by the British Government in the hope of reducing differences in the matter of armaments and in the hope of finding some compromise upon which an agreement could be reached and which might then be submitted to other Powers and thus facilitate progress in the Commission.

Agreement With France.

The conversations with France had been successful. He was about to communicate to the other Powers the compromise at which Britain and France had arrived in the hope that that compromise might be acceptable to them also, and thus a great obstacle to progress would have been removed and a step made in advance. But until these proposals had been communicated to the other Governments, he did not like to say more about them.

The proposals which were mentioned were those dealing with disarmament, which arose in regard to the naval issue in which, of course, we had a particular interest. Our military forces were very small compared with those of other Powers, but our Navy had always been the principal defence of our country, and therefore naval questions were those which interested us most, and it was on them that we had been seeking to reconcile differences and to find a method of making progress.

The Peace Treaty.

In regard to the Treaty for the Renunciation of War, Sir Austen Chamberlain said this country had two classes of obligations. There were the obligations of the Covenant of the League of Nations, which sometimes got less attention than it deserved, there was a binding obligation to see that the new Treaty which we were asked to sign was not inconsistent with the terms of the Covenant. We had satisfied ourselves that it was not.

We had also to satisfy ourselves that it was not inconsistent with the Treaty of Locarno. There was no inconsistency between those treaties and terms of American Fact, providing that all parties to

those treaties signed "also the American Treaty. We could not be asked to act under our Locarno guarantee unless one of the signatories of those treaties had already committed an act of aggression, and if it had done so, it had broken the Kellogg Treaty no less than it had broken the Treaty of Locarno and no less than it had broken the League of Nations Treaty. There was therefore no contradiction, as had been suggested, between the obligations of the Treaty proposed by the Government of the United States and the obligations of the Locarno Powers.

Right Of Self-Defence.

As to the attitude of the British Government on the question of self-defence in connection with the Kellogg Peace Pact, Sir Austen Chamberlain quoted a passage from a statement made by Mr. Kellogg to the effect that it was inherent in every sovereign State and was implicit in every Treaty that a nation was free to defend its territory from attack or invasion, and that it alone was competent to decide when the circumstances required recourse to war in self-defence—reservations declaring that they were equivalent to the Monroe Doctrine in the United States.

He did not know why they should be prophets of evil. He did not know why they should already forecast that the whole proposal was going to be wrecked by the passage of the British Government. He saw no sign of it in the communications which the Government had received from America.

Exact Parallel.

Did anybody suggest that the American Government, in proposing this Treaty, meant to abolish or to change their policy with regard to the Monroe Doctrine? Clearly not. In every treaty of arbitration which the Government of the United States had signed, and in the very latest model for treaties of arbitration which they had signed, they expressly reserved all questions relating to the Monroe Doctrine. The British Government were stating nothing unreasonable when they stated there were parts of the world where Britain, too, had a Monroe Doctrine, because the integrity of those countries was part of the defence of the British Empire. Our doctrine was comparable exactly with what the American Government had adopted. It was not a doctrine of aggression, it was not a desire for territorial expansion, but a measure of self-defence, necessitated by the geographical conditions of the Empire.

Expecting Too Much.

Continuing, Sir Austen said he did not think anyone could say exactly the importance which this Treaty would have in the future. It might mean very much for the peace of the world, but it might mean not so much and even very little. But it was a sign of the times that such a Treaty should be proposed, and it was as a recognition of what was now the attitude of all the Great Powers towards war that such a proposal should be welcome. We should be only too glad to co-operate, but he deprecated too great expectations being formed, lest they should be followed by too great a disappointment.

The Kellogg Treaty was a recognition of the horrors of war and of the fact that war was a thing to which recourse was only to be had in the last resort and for self-defence. That was something. How much more it would be, would depend not on any engagement taken by the United States Government, because he assumed they would take no engagements in advance as to what they would do in any particular emergency in the future.

America's Responsibility.

It would depend on how the rest of the world thought that the United States were going to judge the action of an aggressor—whether they were going to help or hinder him. "If American opinion raised itself behind its own Treaty, then indeed the signature of this Treaty would be an additional and a most formidable deterrent of war and an additional and most valuable security for peace."

That was what the British Government hoped it might be, and it was in that spirit that the British Government were glad to co-operate with the United States Government in bringing their proposal to fruition.

Mr. Lloyd George replied congratulating Sir Austen on certain points of the Government policy, after which the Foreign Office Vote was approved.

CHINA TREATY
NEGOTIATIONS.A NECESSARY PRELIMI-
NARY.SETTLEMENT OF NANKING
INCIDENT.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30th.
China balked largely in Parliamentary discussions to-day both at question time and in the course of the debate on the Foreign Office Vote.

Sir Austen Chamberlain, the Foreign Secretary, was questioned regarding the visit of Chinese politicians to London, and he told the House that he recently received visits from Mr. Hu Han-min and Mr. Sun Fo, with whom he had friendly conversations of a general nature regarding Sino-British relations.

He hoped that the Nationalist authorities would now settle the Nanking Incident.

American Independence.

In reply to a question regarding the recent Treaty negotiations between the United States and the Nationalist Government, and the possibility of Britain America and other Powers simultaneously recognising the Nanking Government, Sir Austen Chamberlain said that as the United States had already acted without consultation with the other Powers in signing the Treaty relating to tariff autonomy, it was impossible for those Powers to act in concert with them in measures towards simultaneous recognition.

Taking The Lead.

Major Malone suggested that the American Note does not go as far as the British Christmas Memorandum, and asked Sir Austen to take the lead in reorganising British policy in the Far East.

Sir Austen replied that Britain had no particular anxiety to "take the lead and to try to get ahead of anybody else." We had stated our policy and were willing to proceed on those lines when the Nanking episode is settled.

Replying to Commander Kenworthy, Sir Austen said that every opportunity had been taken by both himself and Sir Miles Lampson, the British Minister in Peking, to assure the Chinese people of the friendly attitude of His Majesty's Government towards China.

He had reason to believe that that attitude, especially since the publication of the Memorandum of December, 1926, was becoming appreciated by both the Chinese public and the Nationalist Government.

Sir Austen pointed out that the Nanking Government settled the Nanking Incident with the United States Government before the U.S. Government proceeded further in Treaty questions.

No Territorial Ambitions.

In the course of his reply to the debate on the Foreign Office Estimates, Sir Austen dealt exhaustively with the China situation.

He again emphasised that Britain adheres to the spirit which inspired the Declaration of December, 1926, and January, 1927. Britain has no territorial ambitions in China and desires to be on friendly relations with the Chinese Government.

The Foreign Secretary pointed out that negotiations failed with the Government of Nanking in connection with the Nanking Incident, in spite of Sir Miles Lampson's presence in Shanghai for the express purpose.

Yet the Nanking Government failing to secure their terms from Britain offered almost immediately terms which would have been acceptable to Britain to the United States.

Sir Austen considered that the Nanking Incident must first be settled, the Nanking Government must accept responsibility for all that occurred, after which Britain will be ready to discuss necessary changes and the question of Treaty revision.

United And Peaceful.

Britain desired to see China united and peaceful under a stable administration and he believed that when that had been achieved, the interests of peaceful traders like the British would be served no less than the interests of the Chinese.

The whole problem rested on the Nanking Incident; when the Nanking Government accepted responsibility "and I do not think it necessary or desirable to go behind their acceptance of that responsibility," they should make a settlement as friendly with Britain as they had with the United States.

Commercial Treaty.

Britain was quite prepared to negotiate a Commercial Treaty to take the place of the present system of restriction upon China's tariff freedom.

Britain is prepared as their own progress allows, as the life and property of foreigners becomes more secure, as their authority to discharge the ordinary obligations of a civilised Government becomes strong enough for the task, to enter into friendly negotiations with the Nationalist authorities in the transition from the old Treaty system to a new Treaty system which liberally meets their new aspirations.

(Continued on Page 11.)

LAWN TENNIS.

HONG DOUBLES. GOOD COMPETITION SEEN.

Two exceptionally fine matches were seen on the Hong Kong Cricket Club courts yesterday in the Hong Doubles Tournament. In the first Col. Wyatt and Rev. F. P. W. Alexander (owe 15/3) defeated W. M. Lyons and L. A. R. Duncan (A.P.C.) scr. in the third round by two close sets 9-7, 7-5. The military pair will now play C. L. Sandee and H. Graves (Mercantile Bank) rec. 13 in the fourth round. An even better struggle was seen between R. Gordon and W. D. Fiddes Wilson (Jardine, Matheson) scr. and D. J. Gilmore and T. L. Christie (Chartered Bank) rec. 15 also in the third round. Long rallies were the feature of the game and the match did not finish until light began to fail. The first two sets were divided and a protracted and exciting struggle for the final set made the match one of the most interesting since the Tournament started. The Jardine pair eventually won at 6-1, 5-7 and 9-7.

FRIENDLY BASEBALL GAME.

"ASHEVILLE" DEFEATS FILIPINOS.

Playing with a scratch team, the Philippine Baseball Club lost to the U.S.S. Asheville crew in a friendly game played at the Happy Valley diamond yesterday. Zafra the pitching ace for the losing team was unable to twirl owing to a sprained elbow, and Kusano the star centre field of the Cokers was unable to turn up for the Filipinos owing to another engagement. The game on the whole was a patchy one. Neither team was at its best and the inning dragged on rather tediously. The Asheville boys managed to secure the victory by 9 runs to 4, five of which were added in the last two innings.

NEW YORK POLICE SENSATION.

TWENTY-TWO MURDERS UNSOLVED.

CHIEF TO GO?

New York, July 3rd. Great prominence is given in newspapers here to the announcement of the appointment of General Viscount Kyng of Vimy to be new Commissioner of the Metropolitan Police, in succession to Sir William Horwood, writes the *Daily Express* New York correspondent.

The New York police department is also passing through a crisis. The troubles here, however, differ from those in London, in that they are laid to the inefficiency of the police.

A new agitation has developed in the police department concerning the inability of detectives to obtain evidence in twenty-two unsolved New York murder cases, and a general shake-up of the police is threatened. It is possible that Mayor Walker will be compelled to remove Police Commissioner J. A. Warren, his personal friend.

Chicago Gangsters.

Indications are accumulating that Chicago gangsters are beginning to leave Chicago, and are turning their attention to New York, in an effort to join the New York bootlegging trade.

Benjamin Kanowitz, the New York bootlegger, was blown to pieces on Sunday. He entered his motor-car, started it going, and a bomb, which had been placed in the motor-car, exploded. The police are convinced that the bootlegger's war.

Frank Yale, known as the Beau Brummel of New York's underworld, was also killed on Sunday while driving his motor-car in Brooklyn. Four men in a saloon car overtook him, fired into his motor-car, and escaped. The police have discovered that Yale was accustomed to financing Brooklyn gunmen for murder jobs in Chicago.

Drug Peddler Killed.

Another murder was revealed today, when the police found the body of James Senter with seven bullet wounds in the head, and his front teeth knocked out, lying in a vacant piece of ground in Brooklyn.

Senter had a prison record as a drug peddler and bootlegger in Yale's district, and the police believe he was concerned in the feud which caused Yale's death. Yale lies in a silver coffin dressed in a dinner jacket with a rosary in his hands. A great cross electrically-lighted flashes on and off at the head of the coffin, while at the foot is a box with an opening through which visitors may drop money for flowers. Two women, each of whom has declared herself Yale's wife, have claimed the body.

FRANCE RETAINS HER TITLE.

TILDEN'S GREAT STRUGGLE.

INVINCIBLE COCHET.

(THROUGH REUTER'S AGENCY.)

July 30th. France has retained the Davis Cup by 4 matches to one, winning the remaining two singles matches today from the United States players. Lacoste beat Hennessey 4-0, 6-1, 7-5, 6-3. Cochet beat Tilden 9-7, 8-6, 6-4.

It was a new Cochet who beat Tilden. The winner added to his love of fine overhead volleying and the taking of risks a long range control which made his game absolute perfection.

When necessary, Cochet stone-walled as steadily as Lacoste himself and kept Tilden running. Tilden much oftener came to the net but Cochet was quite unmoved and continued slogging away from the baseline.

Tilden was conspicuous with terrific drives and brilliant flashes at the net.

At the conclusion Cochet was carried off shoulder high.

BRITISH SUCCESSES.

TRIUMPHS AT OLYMPIC GAMES.

GERMAN PROWESS.

(THROUGH REUTER'S AGENCY.)

AMSTERDAM, July 31st. Further Olympic results are as follows:—

Hundred Metres Flat.
P. Williams (Canada) 1
J. E. London (Britain) 2
Lammers (Germany) 3
Time: 10.45 seconds.

Throwing The Hammer.
O'Callaghan (Ireland) 1
Distance: 51.39 metres.
Skold (Sweden) 2
51.29 metres.
Black (U.S.A.) 3
49.03 metres.

Weight Lifting Points.
The final placings in the weight-lifting competitions are as follows:
Germany: 34½ points.
France: 19 points.
Austria: 18 points.
Italy: 13 points.
Holland: 8 points.
Egypt: 6 points.

"COLD" LETTER TO A HUSBAND.

PINNED ON HIS BREAST BEFORE SUICIDE.

The last thoughts of an estate agent for his dog before committing suicide were expressed in a letter read by Mr. Ingleby Oddie, the Westminster coroner, at an inquest on July 3rd on Mr. James Ernest King, aged fifty, a member of the firm of King and Hall, Cook Street, W., who was found hanging in his office.

Mrs. Florence Jessie King, the widow, said that she and her husband had been separated since March 17th.

The coroner: What was the ground of the separation?—Financial. He never had any money. The coroner (perusing a letter): This is rather a cold-blooded letter. It is not—Well, I did not feel much about it. I had practically to help to keep the home going for two years.

The coroner: You wrote your husband, with whom you had lived for eight years, that if he wrote to you you would not answer him. The coroner added that Mr. King pinned this letter on his chest and then hanged himself. He suggested that Mrs. King might have been a little more tender-hearted.

Gambling.

Mrs. King said that if her husband had not gambled everything would have been all right. He was a teetotaler. He had been financially embarrassed for two years. Mrs. King added that her husband's landlady at Chaltoner Street, West Kensington, told her that he owed her £20.

The coroner read the letter written by Mr. King to his landlady, in which he stated:—
Dear Mrs. Seaton,—You have been so very good and kind that I ask one last favour. Can you get Mr. Seaton or Mr. Hennessey to take care of Shirley (the favourite dog) to-night, and tomorrow get a vet. to sent him peacefully to the happy hunting ground?

I know I should have done this myself, but he has been such a pet for five years I could not. Yet it would be a real kindness to me, and I ask it as the last favour of the kindest-hearted woman I ever knew.

The coroner recorded a verdict of "Suicide while of unsound mind."

M.C.C. AUSTRALIAN TOUR.

STRONG TEAM SELECTED.

A. P. F. CHAPMAN AS CAPTAIN.

(THROUGH REUTER'S AGENCY.)

London, July 31st. England's Test selectors today announced the team which has been chosen to represent the M.C.C. in Australia this year as follows:

Mr. A. P. F. Chapman (Kent), Captain.
Mr. J. C. White (Somerset), Vice-Captain.
Mr. D. R. Jardine (Surrey).
J. B. Hobbs (Surrey).
H. Sutcliffe (Yorkshire).
E. Tyldesley (Lancashire).
W. R. Hammond (Gloucester).
M. W. Tate (Sussex).
M. Leyland (Yorkshire).
H. Larwood (Notts).
L. Ames (Kent).
E. Hendren (Middlesex).
P. Mead (Hants).
G. Duckworth (Lancashire).
S. Staples (Notts).
A. P. Freeman (Kent).

It is probable that another player will be selected to go as seventh-teenth.

A WELL CHOSEN TEAM.

GOOD SPORTSMEN ALL.

A good deal more subtlety has probably gone to the choice of the above team than one usually associates with a Selection Committee. The only surprise is the omission of Hallows, the Lancashire left-hander, who headed last year's batting averages and has done wonderful things this year. He has been regarded as a possible successor to Hobbs and it is a little strange to see him omitted and say, Phil Mead, of Hampshire, a veteran and a poor fielder, selected. That experience has been preferred to youth is the only really serious criticism that could be raised.

And yet one can see very good reasons when one comes to each instance in turn. Why J. C. White and Phil Mead? There is this about it. The first essential for any team is that it should be a "happy family" and White and Hendren are two of the best fellows who ever put on pads. It is that quality of good fellowship which has made Sussex and Kent the two most popular teams in England and it is more important that an Australian team should have that quality of sportsmanship and the real cricket spirit than that they should win matches. But incidentally it is the first essential in a team. It was because he got loyalty, enthusiasm and love of the game for its own sake out of his men that P. F. Warner a quarter of a century ago "Recovered the Ashes" with but by means the strongest material in England. Equally A. E. Gilligan came very near success during the lean years of English cricket, and with atrocious luck as regards casualties.

The team for the Tests more or less selects itself with allowances for vagaries of form. Mead and J. C. White will probably be invaluable in the Minor matches, but will probably not figure in the leading fixtures unless either of them strike an extraordinarily brilliant patch—more than a possibility by the way.

Hobbs and Sutcliffe, the best first wicket pair, judged by achievement and not reputation, that England has ever had will be there to open matters. D. R. Jardine and A. P. Chapman have essentially the big match temperament while for sheer steadiness E. Tyldesley is almost the equal of his earlier namesake "J. T."

The Bowling.

The bowling is the anxiety. Larwood is not too strong physically and it cannot be said that either of the slow bowlers, White and Freeman have proved themselves of Test Match calibre.

Hammond is a useful change man and Leyland can take a turn. Staples has the first essential for the interminable Australian struggles—steadiness—but possibly another medium paced bowler may be included. Macaulay, Mercer, Kennedy or Clarke according to form. At present there are five "regular" and two change bowlers.

Another thing would not be so out of place when one remembers the strain entailed by an Australian tour and the vital necessity of not overworking Tate and Larwood in those most sporting fixtures against "18 of somewhere in the Back of the Bush."

RACING.

NAVIGATOR WINS AT GOODWOOD.

THE STEWARDS' CUP.

(THROUGH REUTER'S AGENCY.)

The result of the Stewards' Cup, run over six furlongs at Goodwood, was:

1. Navigator.
2. Endowment.
3. Stranathro.

Won by two lengths, with half a length between second and third. Sixteen ran.

Betting:—Navigator 8/1; Endowment 10/1; Stranathro 20/1.

TIENTSIN GAMBLERS—RAIDED.

200 ARRESTED.

MANY RUSSIAN AND CHINESE WOMEN.

TIENTSIN, July 30th.

There were exciting scenes in the ex-German Concession late on Wednesday night when a large force of plainclothes policemen from the Tientsin City Headquarters raided three alleged gambling houses in the locality and arrested no fewer than 200 people of various nationalities who were enjoying themselves in these resorts.

The raid was remarkably well-planned and was apparently carried out without the pre-knowledge of the police of No. 1 Special Administrative Area. The houses (which are quite near to one another) were secretly surrounded by a large number of police officers and at a given signal, shortly after 11 o'clock, all the entrances to the three places were simultaneously rushed. There was a mad scramble by those within the house to escape but so effectually had the police laid their plans for the attack that very few succeeded. About one-fourth of those arrested were women.

Most of the players were Chinese and Russians with a sprinkling of other nationalities although it is understood that there were no British subjects among them.

A Clean Sweep.

The premises raided were the house formerly known as the Louvre in Woodrow Wilson Street which was at one time a well-known "Lotto" house, the near-by Ermitage, and a place known as the Villiers Club, said to be conducted by an Englishwoman. The former houses are alleged to be run by Russian people.

All the gambling equipment, roulette wheels, layout boards, chips, etc., as well as safes and money, were taken from the premises to police headquarters, with the players, who were detained in custody and charged with gambling yesterday morning.

An investigation it was found that the majority of the police headquarters' big haul consisted of Chinese (among whom were 40 Chinese women), the Russian contingent was composed of 31 men and about 12 women, and the other foreigners included one German man and one American man—*Peking and Tientsin Times.*

SHANGHAI WOMAN'S CRIME.

INSTIGATING MURDER OF SON.

SHANGHAI, July 28th.

On a charge of instigating the murder of her son, an ex-Nationalist officer who left the service to start a newspaper called the *Son Min*, a Chinese woman, aged 63 years, was sentenced to three years' imprisonment by Judge Tseng and Dr. P. Ramonding, Senior Consul's Deputy, in the Provisional Court yesterday. Four members of a gang employed to do the murder each received eight years' imprisonment.

Evidence given at previous hearings was to the effect that the son was murdered on his own doorstep on May 24th last when he answered a call at the door. As soon as he made his appearance at the door he was shot. Detectives were summoned and Sub-Inspector Teller was informed by one man arrested that three others had taken part in the crime, and that they had been paid \$500 to commit the murder by the mother of the victim.

The motive for the crime perplexed the Police but it was thought that, following on the constant requests for money by the son to keep his propaganda journal going, the mother thought it would not be very long before her money would be all gone and, since her husband was dead, her livelihood as well.—*N.Y. Daily News.*

MINDEN DAY.

K.O.S.B. ANNIVERSARY.

AQUATIC SPORTS AND DANCING COMPETITION.

Today that very popular and important section of our garrison, the King's Own Scottish Borderers, are celebrating the anniversary of the Battle of Minden. It was one of the innumerable "fights" that have taken place between France and Germany, and on this occasion England was only concerned to a minor degree. The battle was fought on August 1st and with the Prussian Army were six British Regiments including the 25th Foot, the name by which the K.O.S.B.'s were formerly known. The British contingent played a desperately gallant role. As at Balacava "some-one had blundered," but a single line of infantry broke three lines of cavalry and turned the fortunes of the day.

Each year the Regiment remembers the 1st of August and this year the programme includes aquatic sports at Tai Wan Beach, during the afternoon and a Highland Dancing Competition, for a cup given by the Commanding Officer, Col. Comyn, C.M.G., at 9.15 p.m. on the Murray Parade Ground.

TELEVISION.

THE LONG VIEW.

ONLY IN ITS CRUDE BEGINNINGS.

[BY G. A. ATKINSON.]

Television, as understood by most people, suggests that a day will come when we shall be able to see, in a screen or mirror, the image of a distant event as it actually and simultaneously occurs, whether it be the finish of a race or the performance of a play.

This "consummation" may be realised, but it is not likely to be realised in our time. The cinema industry, which has been entertaining a notion that television would turn out to be a kind of rival, may breathe freely. The most that I ever expect to see of television is the flickering and misty image of some one's head and shoulders in the act of delivering a wireless talk, or similar performance.

Even that calls for marvellous organisation in mechanism and mathematics.

Each television picture has to be built up from tiny details. The larger the number of details the longer the delay in transmission.

If the pictures are to achieve a semblance of life they must reach the spectator's gaze at the rate of about sixteen per second.

Light-Building.

"Television, for all practical purposes in our time, will be confined to what the film-producer calls "close-ups," and although close-ups offer some dramatic scope they are of little or no use in connection with news-events, or happenings in which the background plays a part.

I do not know how many separate "light-points" would be required to build up a picture about one inch square, but I think I am within the mark in saying that the number is not likely to be fewer than 3,000, and each point has to be transmitted separately.

If the picture has to fill a screen of the smallest, convenient "family" size, say seven inches by four, the number of light-points required to provide a distinct image increases enormously, and if the area concerned is as large as the ordinary cinema-screen the operations involved in transmission would seem to be of the most formidable and costly kind.

Getting Near.

Inventors of television processes have turned up during the past fifty years with the regularity and persistence of recurring decimals. The idea has long been scientifically practicable, but it would now seem that it is getting near the first commercial stage, both in England and abroad.

One of her big telephone companies, has been experimenting lavishly in television, but it is not easy to accept American reports at their face value, except in the case of the veteran motion-picture engineer, C. Francis Jenkins. Mr. Jenkins seems to have no doubt but that he will shortly be able to broadcast films with ease and clarity.

An authentic experiment in that direction was recently undertaken at Chicago, in connection with the visit of Vilma Banky, whose image was transmitted to New York, I understand, and then transferred to a film, which was shown in a theatre.

The entire operation took nine hours, but that was not so much television as telephotography.

The secrecy with which television experiments are surrounded, varied by occasional spasms of optimistic publicity, is not a good augury.

TOO MANY RUNS IN CRICKET.

PLEA FOR REVISION OF L.B.W. RULE.

DOCTORED WICKETS.

The Hon. R. H. Lyttelton, a scion of the famous cricketing family of which Viscount Cobham is the head, believes that there is a crisis in cricket, and he has written a little book to prove his case. He calls it "The Crisis in Cricket and the 'Leg Before Rule'" (Longmans, 3s. 6d.).

The trouble with cricket, Mr. Lyttelton contends, is that too many runs are scored in first-class matches, and, in consequence, there are too many drawn games. If this state of affairs persists he foresees a progressive diminution in public interest and a slow decay of our national summer game.

Pad Play.

Why, in Mr. Lyttelton's opinion, does the bat dominate the ball and give the game a lop-sided aspect? He is in no doubt about the causes. The first is pad play by the batsmen in defiance of the spirit, if not the letter, of the L.B.W. rule, and the second is that modern wickets have been artificially doctored to such an extent that they do not give the bowler a chance to reap the rewards of his skill.

Mr. Lyttelton makes out a powerful case under both counts of his indictment. He thinks the L.B.W. rule should be amended in favour of the bowler. At present no batsman is adjudged out to a ball that hits him on any part of the body unless it has been pitched in a straight line between wicket and wicket, and, within these limitations would, in the opinion of the umpire, have hit the wicket. Mr. Lyttelton would alter the rule so that, no matter where the ball pitched, the batsman should be out if he intercepts it with his legs, and, in the opinion of the umpire, it would have hit the wicket.

Pin Exposure.

The famous Arthur Shrewsbury is blamed by Mr. Lyttelton for the introduction of leg play. He was its first exponent, and he has had many imitators among modern batsmen. Indeed, according to Mr. Lyttelton, it has become a cardinal principle of batting that the legs are to be regarded as a second line of defence, and because this is so he anatomises the developments in modern batting which have followed from it—the so-called two-eye stance, the cramping of style, and the almost complete disappearance of the flashing cut and the lusty straight drive.

Mr. Lyttelton does not believe that the best of our bowlers to-day are less skilful than their famous predecessors. He thinks that if leg-play were more severely penalised and wickets less like polished concrete, the balance between bat and ball would be more redressed and the game restored to its former attractiveness. He cites some interesting facts about the late Mr. F. R. Spofforth. In the years 1882 and 1883 in this country the great Australian bowler obtained 404 wickets, and of these only six were L.B.W., or one in sixty-seven.

404 Wickets.

"Spofforth," Mr. Lyttelton writes, "made the ball break back from the off as often as anybody of his pace did, and his 404 wickets were got at the expense of 12 runs per wicket. If batsmen who played Spofforth had used their legs, as J. W. Hearne and many modern batsmen do, by standing clean in front of the wicket with both legs, he would always have been a great bowler, but he would not have been so effective, because there would have been scores of cases of batsmen saving their wickets with their legs to balls pitched outside the off-stump and breaking back, and his average of runs per wicket would have been nearer 20 runs than twelve."

Thirty Years Ago.

Mr. Lyttelton's indictment of the modern "doctored" wicket will have the support of the vast majority of followers of the game, writes the *Daily Express*. Batsmen may not appreciate a return to the wickets of, say, thirty years ago, but they were good enough for Grace, Steel, Alfred Lyttelton, "Banshi" Fry, Stoddart, and MacLaren, and it can scarcely be said that the game was less attractive then than it is now.

Mr. Lyttelton's arguments, buttressed as they are by facts and figures which cannot easily be discounted, carry conviction. His little book deserves serious attention. The M.C.C., as we know, is slow to move; but Mr. Lyttelton has laid his finger on two weaknesses which certainly need to be rectified. Drawn matches are the bane of the player and the spectator alike, and if Mr. Lyttelton's two suggestions are adopted they would help to diminish them then surely they are worth consideration.

BEATEN BY BRER RABBIT.

GOVERNMENT DEFEAT IN THE LORDS.

REBELLION IN THE BACKWOODS.

HOUSE OF LORDS.

Brer Rabbit caused a defeat of the Government, when an unusually large gathering of Peers threw out a bill designed to hasten his extermination.

This measure, which had previously been passed by the House of Commons, was originally introduced by the Government at the request of the Farmers' Union. Under its provisions any person who could prove that damage is being caused on his land by rabbits coming from a neighbour's fields might appeal to the county council, who would have the ultimate power of sending an official on to the neighbour's land to destroy the rabbits by any means except the use of steel traps.

All the Peers agreed that rabbits are an unmitigated nuisance on the land when alive, however tasty they may be when dead, but the idea of an invasion of property by some official destroyer had produced a rebellion in the backwoods, whence came many Peers strange to the House to defeat the measure.

Placating The Farmers.

"A bad, and ridiculous Bill," exclaimed Earl Wemyss. "If we look into its history we shall find that the Minister of Agriculture is not really its father, but only its foster-parent. It is a Bill not so much to extinguish the rabbit as to placate the Farmers' Union."

Since the Government was returned by an enormous majority, he proceeded, the agricultural interests had expected a great deal more from them than they had got. The Farmers' Union was very much annoyed and was almost ready to pass a vote of censure on the Government, when the Minister of Agriculture, Mr. Guinness, to placate them, introduced this Bill.

Its principles were all wrong. What qualifications, for instance, were to be possessed by the council official sent along to destroy rabbits? He was vaguely described in the Bill as "any person." He might be a chirpologist, a green-grocer, or a poacher. The cost of the extermination was to be paid by the occupier.

How nice for him to lie awake at night listening to a chirpologist shooting at his rabbits and to say to himself every time he heard a shot: "Another twopenny gone!"

Lord Darling's Suggestion.

Lord Darling, with a twinkle in his eye, offered the most original suggestion: Starting with the premise that foxes are the natural enemies of rabbits and their most humane killers, he proposed that the Bill should be amended to allow county councils to subscribe to fox-hunts.

This was the line of reasoning: Fox hunt committees, thus supported, would see that there were enough foxes on the land for their hounds to kill, and the foxes would kill the rabbits. Thus would the necessity for any interference by council officials be obviated, and, since farmers knew that hunting men, very rarely, best friends, everyone would be pleased.

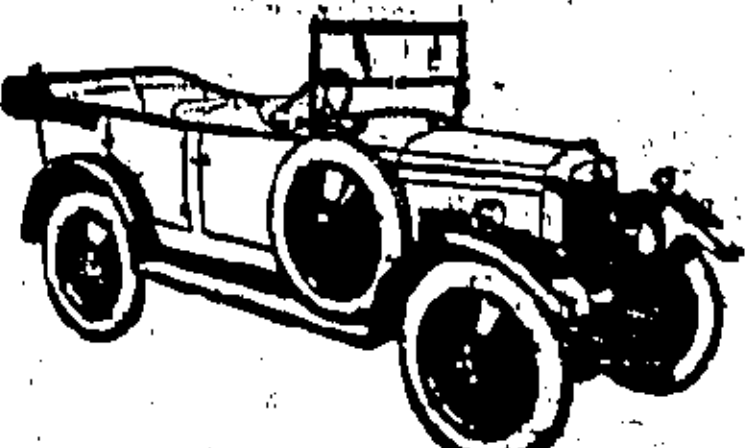
Rather unexpectedly appearing as a champion of the rights of private property, Earl Russell, the Socialist, condemned the Bill on the ground that the intrusion of county council killers would cause great friction in the countryside.

The Marquess of Salisbury, happily returned to his place as leader of the House after a long illness, had noted with evident alarm the appearance of so many Conservative Peers "up from the country" to defeat the Bill, and to them, as they sat behind him, he made an almost impassioned appeal.

The rabbit has few friends, he declared, but there is a lingering affection for it on account of the amount of pleasure it first gave us in our youth, but very sternly—"Get it will fixed into your minds that it is a nuisance and treat it as such."

His appeal was ineffective. In a division the Bill was rejected by 63 votes to 65—the total number of Peers thus voting being only a very few less than those who attended for the second reading of the recent Women's Franchise Bill. The result was received with cheers.—*Daily Mail.*

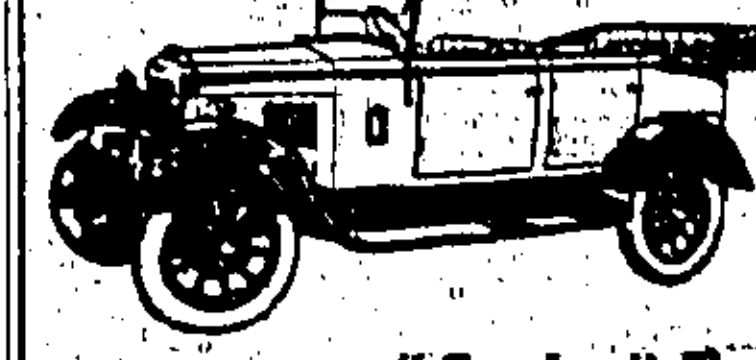
SINGER
JUNIOR-SENIOR-SIX
A Car for every Purse and Purpose



H.K. \$1,750.
GILMAN & CO., LTD.

THE HONG KONG DAILY PRESS, WEDNESDAY, AUGUST 1st, 1928.

SINGER
A Car for every Purse and Purpose



11.9 H.P.
4 Wheel Vacuum Servo Brakes.
Dewandre Steering.
GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Britain's Cars—Speed Dash in Desert—Life of Tyres—Why Tyres Wear Unduly—
Bumper Development—More Light Cars Needed—High Speed at Brooklands.

MOTOR NOTES.

CHANGING TYRES WILL PROLONG THEIR LIFE.

It will prolong the life of the front tyres and enable them to wear out uniformly if they are switched from one wheel to the other after they have been run a season or so. The right front tyre is always "climbing out of the ditch," so to speak, with the result that it receives a little extra wear. In changing the tyres, be sure that they are kept rolling in the same direction. It injures the tread to reverse the direction of rolling.

NEW ZEALAND MOTOR IMPORTS.

AUCKLAND, N.Z.
The motor trade of the Dominion experienced a lean year in 1927, and the £2,035,336 sent out of the country for motor-cars, chassis, and commercial vehicles was the lowest since 1922, and £1,047,627 below the value of imports in 1926. The record year was 1925, when imports were more than double the aggregate for last year.

These facts were related to delegates attending the annual convention of the New Zealand Coach and Motor Body Builders' Association. Imports from Canada declined so heavily that on a value basis British vehicles succeeded to second place for the first time in many years.

At the present time the expansion of the motor body building industry in New Zealand is almost entirely dependent on increased importations of British chassis.

A YEAR'S MILEAGE.

Opinions vary as to what is an average year's motoring mileage but probably 10,000 is somewhere near the mark. A man who claimed 50,000 miles would probably not be believed until he could substantiate his figures, for nearly 1,000 miles a week means between 40 and 50 hours at the wheel.

The owner of an Armstrong Siddeley 20 h.p. saloon covered a distance of 43,000 miles last year, the mileage being carefully checked as the car was used almost entirely for business purposes. This was only made possible by its ability to maintain high average speeds. Incidentally, this particular car was bought second hand and already had some 20,000 miles to its credit.

WAR OFFICE ORDERS.

The British War Office has just ordered sixteen 20 h.p. 6-cylinder Armstrong Siddeley as a result of its experience with a previous model.

Mechanisation of the Army continues steadily and territorial units in some areas are receiving training accordingly. This has been done with considerable success in Yorkshire where a number of "Karrier" W.O. 6 model six-wheelers have been in use. In the case of the West Riding Division two 7 h.p. Jowett reconnaissance vehicles are to be attached to each battery. Despite its small nominal horse power, the Jowett, with its short wheelbase and turning circle has been found to meet all requirements, going over hilly country and boggy ground with no other assistance than chains on the rear wheels, amply vindicating its slogan "The little Engine with the big Pull."

Each reconnaissance car is fitted with a special body containing range-finder, tripod, telephone, reels of wire, signalling lamps and maps.

400,000 U.S. CARS EXPORTED.

Four hundred thousand American cars went abroad in 1927 and more than 500 took motor cars with them, according to reports received by the California State Automobile Association.

THE DIESEL ENGINE FOR COMMERCIAL VEHICLES.

For some years progress with the Diesel engine, as applied to the commercial vehicle, has been proceeding apace on the Continent, but not until recently did a vehicle equipped with such an engine receive anything like serious tests in England. The vehicle has been brought to such a state of perfection, so far as its engine is concerned, that, after a few minutes' tuition, it can easily be driven by anyone versed in the control of the ordinary petrol vehicle.

Such an engine as this utilizes a non-taxed fuel costing something like 4d. per gallon—just the amount of the tax which has to be paid on petrol. Moreover, it runs more miles to the gallon, requires less changing of gear and can maintain better average speeds in a hilly country.

Practically any grade of liquid fuel can be employed, even engine lubricant. It opens up great possibilities in connection with the employment of oil resulting from the distillation of coal, and this alone is a factor which should make the Diesel engine worthy of our most serious consideration. What has been it would be, says *The Commercial Motor*, to be able to employ for our transport vehicles a home-produced fuel which would render us independent of imported oil and spirit fuels, and, at the same time, give a much-needed impetus to our coal-mining industry.

We expect to see very rapid progress with the heavy-oil engine. It has arrived at a propitious time and may easily mark a new era in transport development.

SANDY CORNERS.

Owing to the unusually hot weather of the past few weeks the tarred surfaces of the roads have become soft and liable to be cut up by the heavy wheels of trucks and motor-buses.

To lessen the damage the P.W.D. have liberally sprayed sand on nearly every corner in the Colony's roadway system. Grievances and complaints are coming in a series of car accidents have been put down to skidding on these dangerous corners. The complaint is that the men employed in putting down the sand do their work badly and instead of an even spray across the road, heaps and hillocks are formed. The reply is that the continual passage of cars causes the sand hills. The sand, according to P.W.D. experts, is sprayed with the intention of the particles being pressed into the soft tar and hardening the surface of the roadway. It could be said that in many sections the sand has already fulfilled its task, while the surplus is left to endanger the road users and to play havoc with tyres. A suggestion of cement roads was recently made, but the initial cost of such roads would be far beyond the pocket of our Works Department and in normal circumstances the present roads are adequate.

PARKING SPACE AT THE STAR FERRY, KOWLOON.

The other day a car owner was travelling to work in one of the Motor Buses at Kowloon. Asked his reason for taking 'bus when he had his car, the reply was "Where is the room to park it?" A look round showed that his statement was only too true. From the gate of the Kowloon Wharves to the Showroom of "George Bing's Marine Motor Exhibits," the space is over-crowded. The fortunate and early arrivals have the protection of the small shed from the hot sun, while the others have to thank themselves that there is parking space. The "Star Ferry" is the busiest place in Kowloon, the rendezvous for nearly all car owners. Parking space should be found and the extension of the present shed carried out as soon as possible. The motor-cyclists make full use of the sheds provided by the Ferry Company, and even they, at times, are obliged to "dump" their cycle somewhere within the "two white lines." Public vehicles have usurped the small section of the Railway Station verandah which leaves only the "triangle" opposite the ricksha sheds. This is perhaps the only available plot of ground, and the erection of suitable sheds would help to increase the parking space at the Ferry.

THE ASSOCIATION'S WATCH-MAN.

The recent thefts of articles from both cars and motor-cycles at the "Ferry" call for comment. Quite recently an owner had his battery taken, while the loss of the tool-sets is a common complaint. Perhaps, a little scrutiny of the loaders who hang around the cars and cycles would tend to lessen this.

BUMPER DEVELOPMENT.

Until quite recently there have been few attempts to design bumpers which are intended to do more than prevent damage to wings, radiators or rear body panels in minor collisions, but there has been a tendency of late to introduce much more elaborate types, intended to be of service in collisions which, in the ordinary course of events, would result in a car being very considerably damaged.

A bumper of a rather complicated pattern has been produced, says *The Light Car and Cyclecar*, for which it is claimed that it will arrest a car travelling up to 40 m.p.h. without the car being damaged—a head-on collision being, of course, presumed. It must be borne in mind, however, that the progress of a car cannot be violently arrested without risk of injury to the occupants. Moreover, it is by no means every collision which is of a head-on character. This is not mentioned with the intention of disparaging bumpers, or discouraging inventors of improved types. Potential purchasers of them should remember that, useful as bumpers are, they must not be allowed to give a false sense of security.

MORE LIGHT CARS NEEDED.

Nowadays, to large numbers of people, a car is not so much something upon which they depend to give them pleasure, as a means of rapid transport from place to place. The handier and more economical type of car they use—provided that comfort is not sacrificed—the better they are pleased. Obviously the rôle is filled by cars coming within the recognized limit of 1,500 c.c., which provides motorists with two distinct classes of vehicle. The one is the cheapest and smallest four-wheeled car, the other is a more pretentious, slightly faster and, comparatively speaking, equally economical car which compares favourably with vehicles of much higher horse-power and greater accommodation costing a great deal more to purchase.

It is abundantly clear, says *The Light Car and Cyclecar*, that if manufacturers wish to keep their factories busy they will have seriously to consider the possibility of that far-seeing band of pioneers

The Motor Stethoscope



A NEW INVENTION FOR MOTOR CARS AND MOTOR VEHICLES OF ALL KINDS. GARAGES, REPAIR SHOPS, ETC.

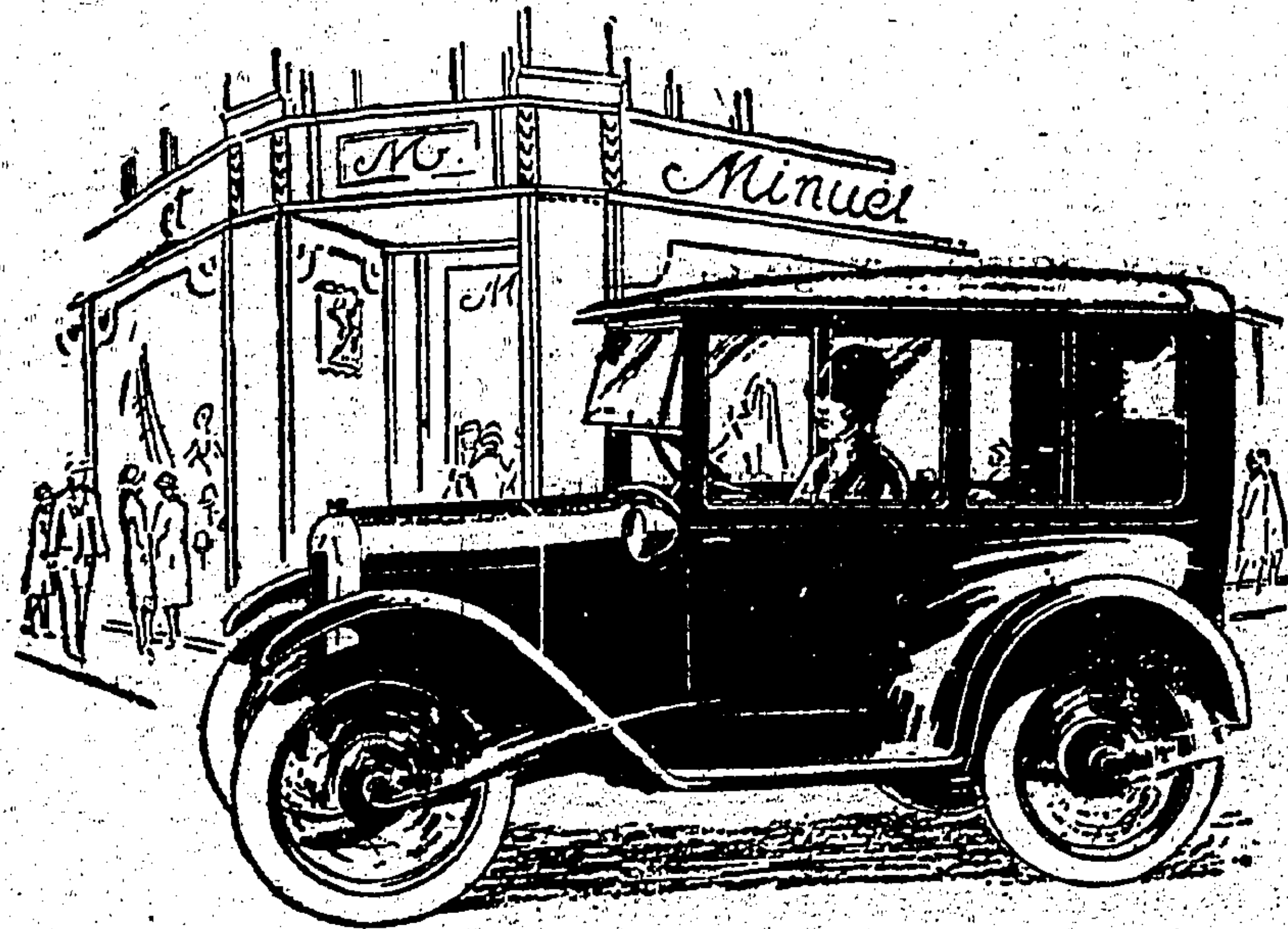
PRICE—£1-5-0 POST FREE

AN INDISPENSABLE DEVICE FOR LOCATING SOUNDS CAUSED BY DEFECTS IN MOTOR ENGINES AND ALL MOVING MECHANISMS.

WRITE FOR FREE TRIAL.

MOTOR SUNDRIES COMPANY, 24-25, Great Russell Street, London, W.C. 1, England.

THE IDEAL MOTOR CAR for LADY DRIVERS.



The Austin Seven

SALOON MODEL

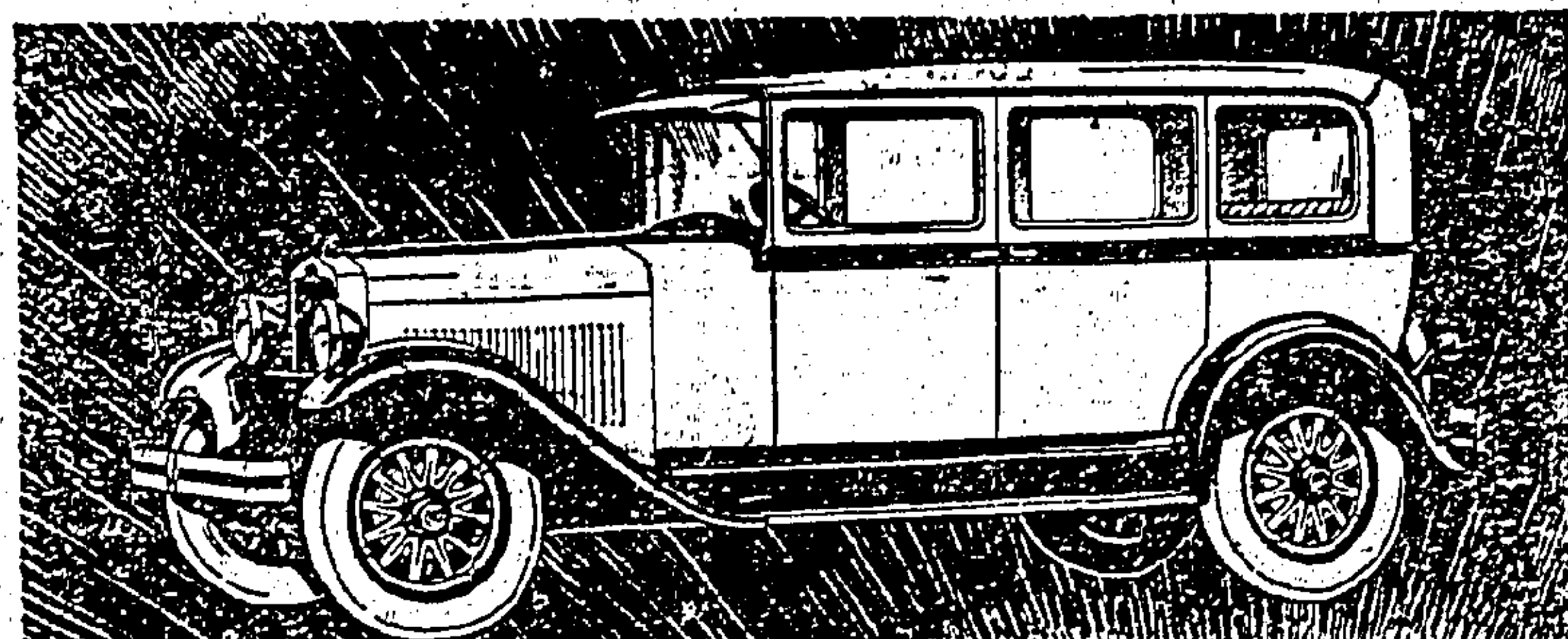
- Easy to start
- Easy to change gear
- Easy to negotiate in traffic
- Easy to garage
- Easy to steer

Full particulars from the Agents:

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 1a, Chater Road.
Telephones: C. 27 and C. 2487.

Engineering Genius in STUDEBAKER'S New ERSKINE SIX



THE genius of Studebaker engineers is reflected in this new Erskine Six Sedan. Engineering genius that wings more miles from each gallon of petrol, breeds big performance into a small, economical engine, squeezes more comfort into each inch of wheelbase, doubles the buying power of your money by the economy of mass production.

This Erskine Six Sedan is big in every way except cost. Big and beautiful in appearance because of skill in design and distinctive cellulose colours. Big in performance because of its powerful, yet economical, 6-cylinder engine. In official tests it raced 1298 miles in 24 hours—a record in its class! Today, thanks to this improved Erskine Six you can enjoy Studebaker comfort and satisfaction though you invest only a small sum in your motoring.



THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)
SHOWROOM—23, QUEEN'S ROAD CENTRAL
TELEPHONE CENTRAL 4759.

MOTORING NOTES (CONT'D.)

BRITAIN'S CARS.

DIFFICULTIES OF EXPORT TRADE.

STEADY PROGRESS.

[FROM A LONDON CORRESPONDENT.]

A substantial increase in the sales of British cars Overseas is reported from several parts of the Empire, the position in New Zealand being particularly encouraging. During the first three months of 1928 one car in every ten sold in the Dominion was British, but in the first quarter of 1929 the ratio had risen to one in every five. For the first time since pre-war days two British firms were numbered among the six leading makes in New Zealand, whereas in the corresponding quarter last year American vehicles occupied the first six places with substantial majorities.

Again, in East Africa, the statistics published by the Royal East Africa Automobile Association show that great strides were made by British cars in 1927. From one per cent. of the imports in 1923, they comprised 22 per cent. of the total last year.

It is good news to hear, too, that further preference is to be given to British motor vehicles and spare parts by the Government of Southern Rhodesia, and it is to be hoped that this concession will lead to a big increase in the use of British cars.

The United States.

The United States of America is undoubtedly the most difficult market in the world for the British car manufacturer. The large selection of home produced cars from which the American motorist can choose, and the extremely high duties on imported cars have prevented British makers from developing business of any magnitude. Never-

(Continued on next Column.)

WHY TYRES WEAR UNDULY.

A mysterious complaint, says *The Commercial Motor*, attacked solid tyres in the shape of flats which formed on the tread, six of eight flats being disposed symmetrically round the wheel. It was noticed that they only occurred on the tyres of front wheels and at last was found to be due to a dither that is set up in the steering.

High speed is one of the known causes of tread wear, and it has been found by experiment that the rate of wear will double between 35 m.p.h. and 50 m.p.h., whilst a difference in atmospheric temperature of 40 deg. Fahr. (from 60 deg. to 100 deg.) will, through the softening of the rubber, increase the wear two and a half times. Improper inflation will cause a difference in mileage of 25 per cent., over-inflation resulting in tyre bouncing. Overloading is much the same as under-inflation, the load being too great for the air pressure in the tyre. It is asserted that 90 per cent. of vehicles have their brakes maladjusted to a less or greater degree, whilst misalignment is well known to cause undue tyre wear; and, last but not least, bad driving will cut down tyre life with great rapidity.

theless, each year sees a limited number of British cars bought by Americans who are willing to pay the heavy import duty in order to secure the quality and longevity thus assured. For instance, when Major Segrave was in the States with the 1,000 h.p. record breaking Sunbeam, he had with him also a standard 3-litre sports model. He was literally besieged with would-be buyers of this car and, had there been a stock of Sunbeams available in America when the record was made, they would undoubtedly all have been bought up in a few hours. A Detroit owner of a 30 h.p. Sunbeam has recently expressed his entire satisfaction with the car and proposes ordering a 3-litre model shortly.

SPEED DASH IN DESERT.

CAPT. CAMPBELL'S NEW ATTEMPT.

ARMED GUARD AGAINST ARABS.

MILES OF SAND AS IDEAL TRACK.

London, July 11th.

Plans were completed yesterday for the greatest of all motor speed adventures.

For months past Capt. Malcolm Campbell has sought far and wide in Britain and on the Continent for a suitable stretch of sand on which to make an attempt to regain for Britain the world's fastest land speed record.

His quest is now ended. He is to take his car into the heart of the Syrian desert in Arabia. Here on the subnaked surface of these desolate wastes officials will mark out the mile course.

The spot selected is far from civilisation, about 200 miles east of Damascus, on French territory.

This part of the desert is infested with tribes of marauding Arabs, who are a source of terror to the few travellers who set foot in this arid and lonely place. During the preparation for and the actual attempt on the record Captain Campbell's party will, it is understood, have the protection of French soldiers armed with machine guns. Being on French territory the timing of the record will be done by French official timekeepers.

One might well ask why in view of all the difficulties Capt. Campbell has selected such an outlandish place. The answer is that only in the land of the Bible and the country of the camel can be found a suitable site on which to let his car have full throttle with a reasonable degree of safety.

Miles Of Desert.

The idea, I understand, first came from Air Vice-Marshal Sir Sefton Branker, Director of Civil Aviation, who has twice flown over the Syrian desert. Hearing of Capt. Campbell's search, he wrote suggesting the possibilities there.

"It sounds ridiculous at first sight," he wrote, "but I think it is worthy of consideration. There are miles and miles of absolutely smooth, flat desert, over which cars are driven at 70 m.p.h. by night without any discomfort to the occupants."

Mr. Day Keech, the American driver who lowered Capt. Campbell's record by a fraction of a second, averaged 207 m.p.h. over the mile course.

All For Few Minutes.

The actual attempt on the record lasts but a few minutes. For these few minutes Capt. Campbell will take his car, which is too fast to travel on any roads, a distance of 2,600 odd miles by land and sea; take an immense lorry, equipped with a tractor, 2,600 miles by land and sea to haul his racing car across the difficult country from Damascus out into the desert.

Take a small army of mechanics, timing officials, and the cumbersome electric timing equipment; take an armoury to protect his party; form a camp and provision it as a base for his attempt.

"I have set my heart on regaining the record, and the Syrian desert seems to me the best place," Capt. Campbell told me last night. "I have made a thorough search. The Daily Mail searched Britain for me. I personally inspected practically the length of the coast of Denmark. There were miles of sands there, but none, in my opinion, suitable."

"Daytona is good, but you may have to wait days for the sands to be in a suitable condition. Then again, at Daytona you have the sea one side and the crowds the other. Anything makes me nervous, it is the fear that something may go wrong and the car run among the crowd. In the desert there will be no crowd. The surface, I am told, is hard clay, which should be faster than sand, though the tyres will be a difficult problem owing to the heat. I hope to be ready to set out for Syria early in September."

THE LIFE OF TYRES.

FACTORS WHICH CONTRIBUTE TO WEAR.

HOW THEY MAY BE CONTROLLED.

The question of tyre wear is one that interests all motorists and perplexes many. One driver will get good mileage results from a set of tyres, while another, using exactly similar ones, will get considerably less.

The factors that have to be considered are speed, temperature and weather, road surfaces, starting and stopping, inflation and loads; diameter of wheels and centre of gravity, brake adjustments, alignment, mechanical adjustment, etc. Tests have shown that one set of tyres ran 12,000 miles at 35 miles per hour, while another set of identical quality gave only 6,000 miles at 50 miles per hour under the same conditions. Thus, an increase of 15 miles per hour doubled the rate of tread wear.

Tread wear is more rapid as temperature goes up, and it is shown that temperature has an even greater effect than speed on the rate of tread wear. Rubber softens as it gets hot and, consequently, the tread is more susceptible to abrasion. On the other hand, moisture on the road or the tyre tools and stiffens the tread, so that in wet weather tread wear is slower than in dry.

Road surfaces play a very important part in tyre wear, but the contention is put forward that improved roads, instead of extending the life of tyre tread, have really had a tendency to shorten it, because of the fact that they permit high speed for longer periods of time.

In order to demonstrate the effect of starting and stopping, a car driven at 35 miles per hour was brought to a dead stop every quarter of a mile without locking the wheels, but as quickly as possible, and then immediately accelerated to 35 miles per hour again. As a result one-half of the tread was worn away in 108 miles.

The inflation of tyres is a matter which very many motorists are apt to neglect. Its importance may be judged by the fact that two sets of tyres, one run at recommended inflation and one 8 lb. under-inflated showed a difference in mileage of 25 per cent. Over-inflation can be even more destructive.

The driver who uses his tyres accurately inflated, starts away carefully, drives at a normal rate, retaining the reserve for emergency, and pulls up cautiously will get most wear from a set of tyres.

HIGH SPEED AT BROOKLANDS.

NEW HUDSON TRIUMPH.

Among a number of successes at other meetings New-Hudson scored a magnificent win in the 500 c.c. class 200 miles race at Brooklands. In the capable hands of Herbert Le Vack, the New-Hudson c.v. 498 c.c. model won at the amazing speed of 94.95 m.p.h., making four new world's records en route. Le Vack had a no-trouble run and secured his win at a speed nearly 15 m.p.h. faster than last year's winner.

SENIOR T.T.

The weather conditions at this year's Senior T.T. race were very trying, varying as they did from mist and rain to thick fog on the mountains. Such a combination called for the utmost grit and endurance on the part of rider and machine alike, including, of course, components.

It is significant that the winning machine which achieved 62.98 m.p.h. was fitted with Renold chain, as also the A.J.S. which finished second and the fifth and sixth machines.

HARDY OSRAM BULBS.

While on the subject of components and accessories, Captain de Normanville, the well known motor correspondent, recently had a lamp bulb failure on his car, and found that this was the first head or side lamp failure in 27,384 miles according to his speedometer. The bulbs in question were Osram and such testimony seems worthy of record.

FASHIONS FOR FAIR CHINESE.

SHANGHAI DANCE PARTY SCENE.

FOREIGN FRILLS BUT STILL THE HIGH COLLAR.

CHINESE ADAPTATION OF WESTERN MODES.

An occasional query is voiced on a Shanghai evening at a dancing place as to whether Chinese girls are not becoming more and more foreignized in their dress, says the *North China Daily News*. Only the other evening the writer saw three Chinese girls of good family enter an out-of-door ballroom with a large party. Their appearance was ravishing, mainly through the novelty of "full-fledged" foreign dress. Other ladies in the party wore the conventional light coloured and figured silk, straight-lined, bell-sleeved and high-collared. But the three young ladies who burst upon the admiring view of a group of foreigners' near at hand, wore tulle frocks, with skirts composed of layers of filmy frills, such as are the secret desire and joy of every woman in Shanghai at the current season. One was in black with touches of silver, another in pale flesh-colour shading to tones of deep rose and still another in mauve.

Films And Frivolities.

Comment was rife. "Are Chinese girls beginning to succumb to the frivolities of the foreign mode?" "Is the foreign type of dress as becoming to them as their own?"

Eyes were again turned on the trio, and it had to be confessed that their slender figures lent themselves well to the bouffant frilliness of tulle which seemed to float about them like shadows as they danced. Scrutiny brought out the further fact that these bright young things wore exceedingly high-heeled shoes, and that their slim silk-stockinged legs were visible to the knee through sheer net in layers which decreased in thickness as it rippled towards the floor.

Then someone drew attention to the fact that the sleek, closely-clipped heads, well-groomed as only Chinese girls are able to keep them on a windy evening, were set,

straightforward and erect, on the end of a slender neck completely encased in the stiff high collar which the average Chinese lady is loath to part with. "Until the high neck goes nobody can say that Chinese girls are completely foreignized," volunteered the observing one.

Daring In Spots.

This is for the most part true, though we are told that occasionally a returned student from Europe or America brings back to her native land a complete outfit of foreign style dresses without regard to the traditional notes in Chinese dress. She will wear these on occasion, but always in her wardrobe will be found, also, the other kind of dress in which she confesses to feel more at home still. The well-bred Chinese girl is daring only in spots. Her neckline continues to be conservative.

Naturally, however, the question arises on seeing some of the delightful, almost foreign confections in fabric worn in the evening by Chinese girls of Shanghai, where these are made. They rarely come from foreign shops, more rarely still from foreign dressmakers. One very well known Chinese lady, the wife of a Chinese diplomat high in official circles in the north who spent a number of years in Paris, did have her frocks made at an expensive local dressmaker while she was in Shanghai a year or so ago. But this lady wore foreign style entirely, with an elegance upon which a foreign lady might well cast envious eyes, nor did she hesitate to pay \$200 for having a single gown made for her. But she is voted the exception and not the rule. "Chinese ladies are traditionally successful at getting good results from their tailors, but this applies only to Chinese style of dress."

Specialized Creations.

One shop at least, however, is known to the writer where "creations" in the real sense of the word are specialized on for Chinese ladies. This shop situated in the western district has a smart clientele of Chinese ladies. It displays a wide selection of fabrics to the view, both Chinese and French stuffs being included. Their cabinets are filled with innumerable novelties, covered in the term accessories of dress, and ranging from lame bags and feather fans to glove-silk underthings and gold kid evening shoes. (Continued on next Column.)

BURIED ROMAN CITY.

COMPANY TO PROBE SECRETS OF GIBRALTAR'S PAST.

GIBRALTAR.

Much interest has been aroused here by the formation of a company for the purpose of excavating on the site of the ancient city of Carthage in the neighbourhood of the Rock.

While laying the foundations of houses at the spot last year a Spaniard named Evaristo Ramos unearthed a marble sarcophagus and other Phœnician and Roman relics.

Prominent people interested in the new company, which has been granted exclusive rights, include the Marquis of Bute, who owns an estate in the vicinity, the Duke of Alba, and Señor J. A. Moreno, the Director of the Spanish Banco del Credito.

of decidedly foreign cut. All the non-utility, but vastly attractive, paraphernalia to put the finishing touch to the *soignée* can be purchased in this shop. A Chinese customer sees before her also on the racks a few models strictly Chinese in style, or modified Chinese or altogether foreign. Framed prints on the wall help to encourage her in showing a progressive spirit in dress. And no eyebrows are lifted should she explain in a slightly self-conscious way that she wants a foreign-style dress made for evening. If she says a high neck, it is sufficient that she is still a conservative in her dress.

Is It Only Conservatism?

In general, despite the occasional appearance of foreign clothes on Chinese ladies, the custom is by no means widespread, even amongst the younger set who will try most things. And as for the high collar, one cannot help wondering just a fraction of a bit whether perhaps, here too vanity does not enter in as much as conservatism. A Chinese girl, who had played tennis and other athletic prowess in a foreign university, and had thereby shed some of her inhibitions about foreign dress, etc., told the writer that as long as Chinese girls had thin shoulders and undeveloped necks (this was a trace of tennis-playing swank) they would never give up their high collars. One wonders!

SAFETY FIRST—
EVERYWHERE.

Every House, Garage or Car,
Every School, Office, Godown, Hotel,
or other Public Building,
should Avoid the Danger of Fire
by installing

IMPERATOR
FIRE EXTINGUISHERS

The Emperor is the most powerful
powder Fire extinguisher in
existence and is guaranteed
to be proof against explosion.

It hurls a jet of powder
12 to 18 yards which is far
more efficacious than
water, but it is so easy to
handle that anyone with-
out previous experience,
even a child, can work it.

The Emperor powder
keeps good indefinitely,
is non-corrosive, odour-
less, causes no damage
to furniture, draperies,
etc., and gives off no
fumes.

For a small first cost
Imperators are a perpetual
safe-guard and insurance
against damage to life and
property by Fire.

It is better to be sure than sorry!

To-day is the time to get full
particulars of the Emperor from

ORIENTAL COMMERCIAL CO.

Bank of Canton Buildings.

Tel. C. 4403.
[A.P.R.]



DISTRIBUTORS:

ALEX. ROSS & Co. (China), LTD.

Prince's Building, 2nd Floor.
100 House Street Entrance.

HONG KONG.

Telephone:
Central 2487.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays.

Pres. Madison	...	Tuesday, Aug. 14th
Pres. Jackson	...	Tuesday, Aug. 28th
Pres. McKinley	...	Tuesday, Sept. 11th
Pres. Grant	...	Tuesday, Sept. 25th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Tuesdays.

Pres. Cleveland	...	Tuesday, Aug. 7th
Pres. Pierce	...	Tuesday, Aug. 21st
Pres. Taft	...	Tuesday, Sept. 4th
Pres. Jefferson	...	Tuesday, Sept. 18th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison	Sun. Aug. 12, 8 a.m.	Pres. Hayes	Sun. Oct. 7, 8 a.m.
Pres. Monroe	Sun. Aug. 26, 8 a.m.	Pres. Polk	Sun. Oct. 21, 8 a.m.
Pres. Wilson	Sun. Sept. 9, 8 a.m.	Pres. Adams	Sun. Nov. 4, 8 a.m.
Pres. Van Buren	Sun. Sept. 23, 8 a.m.	Pres. Garfield	Sun. Nov. 18, 8 a.m.

To Manila

Pres. Madison	Aug. 4th, 6 p.m.	Pres. McKinley	Sept. 1st, 6 p.m.
Pres. Pierce	Aug. 14th, 6 p.m.	Pres. Jefferson	Sept. 11th, 6 p.m.
Pres. Jackson	Aug. 18th, 6 p.m.	Pres. Grant	Sept. 15th, 6 p.m.
Pres. Taft	Aug. 28th, 6 p.m.	Pres. Lincoln	Sept. 25th, 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 793
Cable Address "Dollar"

CANTON BRANCH—30, Ka Nam Tong Building.

American Mail Line

Dollar Steamship Line

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "DANMARK"

loading on or about
24th August

PORT SAID, ANTWERP, HARVE, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:—	Shanghai, etc.	Continued.
M.S. "Java"	1st Aug.	8th Sept.
M.S. "Chile"	...	21st Sept.
M.S. "Asia"	Hong Kong.	Continued.
	8th Sept.	18th Oct.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to SHANGHAI and Return H.K.	\$120.00
" " " NAGASAKI " "	165.00
" " " KOBE " "	210.00
" " " YOKOHAMA " "	235.00

Validity of Tickets—3 Months.

Period of Issue—From 11th JUNE to 21st SEPTEMBER.

For Further Information Please Apply to

NIPPON YUSEN KAISHA

Hong Kong. No. 8, CONNAUGHT ROAD CENTRAL. Phone C. 292.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

Will be despatched from Hong Kong on the
9th AUGUST, 1928

For SYDNEY, MELBOURNE & ADELAIDE
via MANILA, ILOILO, KOLAMBUGAN, TAPAKAN, SANDAKAN,
BALIKPAPAN, RABAU and PORT MORESBY.

For Freight and Passage, Apply to—

DODWELL & CO. LTD.

Queen's Building, Tel. No. Central 1030.

THE PRINCE OF WALES.

CHARACTER STUDY BY AN "OLD STAGER."

NOW ENTERING UPON "MIDDLE AGE?"

H.R.H. Edward Albert Christian George Andrew Patrick David, Prince of Wales, celebrated his birthday.

He is 34 years old, and entering upon middle-age, as the Psalmist, who knew not Voronoff, calculated it. Since he came to man's estate he has lived 24 hours a day, and more sentimental twaddle has been written about him than about any other living person, with the possible exception of his niece, Princess Elizabeth.

His Career.

Educated privately, at Osborne, and at Dartmouth, he did his turn as midshipman aboard H.M.S. "Hindustan." He continued his education in Paris, under the guidance of M. de Breuille, and then in Germany, and proceeded to Magdalen College, Oxford.

Here he led the normal life of an undergraduate, benefiting hugely by the misfortunes of his grandfathers' upbringing, making his own friends from every walk of life, and absorbing what has perhaps proved the strongest influence in the making of his character, the new spirit of fellowship and service, which was inspired by a Radley boy, J. L. Johnston, and made fashionable and permanent at Magdalen by the example of Charlie Mills. Then came the Great War, out of which he gained his manhood and experience of reality and men in France, Egypt and Italy.

With the coming of peace the Prince began his series of famous embassies to the four corners of the world. He visited Canada and America in 1919, Australia (45,000 miles) in 1920, India and Japan in 1921-22, Canada and the States again in 1923 and 1924, South Africa and South America in 1925, and Canada again, in 1927. This autumn he is to visit East and South Africa.

He is one of the few remaining thrones which retain the influence, substance and virtue of the old notion of Constitutional Monarchy, he returned from those embassies having done much to make the British Crown a symbol of unity in the Empire, a symbol of national strength and dignity in the eyes of the world.

His Character.

Unquestionably he was born with a full ration of humanity in his composition, and this great gift the influence of Magdalen developed. That he is at least a democrat no one can doubt. It may be that childish reactions and the common-sense of Mr. Hansell laid the seeds of this conviction; it is certain that the Great War and the robust treatment he grew accustomed to expect from the new world brought it to permanent growth.

In Canada, Australia and America he has found himself judged for what he is, and not for what he wears; has been judged on his merits as a man, and triumphantly passed the test. Hence his persistence for the New World, which sometimes creates anxiety in the breasts of the Old Guard.

I am not prepared to say that all that he has got from America has made his task more easy. His love of America we sometimes regard with anxiety, and we incline to the view that, were he called untimely to the Throne, he might turn for guidance to that type of Americanised British politician whose brilliance and fire we admire but by whose depth of character we set no great store.

The Prince is not easily influenced to-day, and is with difficulty deflected from his considered purpose. And this fact might have serious consequences if he were not himself a man of strong character.

and common sense, of innate dignity and abounding sense of humour, wholehearted in his patriotism and his devotion to England's glorious traditions and her ancient institutions. His intense pride in that treasure-house of British greatness, Windsor Castle, is an earnest of his determination to defend our Constitution.

Moving free and unfettered among new democracies, himself unconscious of the very existence of social barriers, a weak man in his position, a man lacking the simple dignity of the Prince, must inevitably have lost contact. But not so. The more free and rigorous his welcome, the more free and informal his intercourse with the public, the more triumphantly his Royal dignity survives. He has managed somehow to shatter the old maxim of Statecraft—that mystery and privacy are essentials in Royalty.

The Prince works very hard. He is admirably served, but never won by his personal staff, and repays that service by unflinching loyalty. Not all his labours are mere stern duties. As I have indicated, humanity overflows in his nature, and in social work and service he finds a recreation. There is less than nothing of policy in his perpetual visits to East End clubs, and kindred institutions. He goes to all such functions because they genuinely interest him.

His Hunting Passion.

Of recreations there is one ruling passion in his life—riding in point-to-point races. He hunts assiduously, but neither old-time squire nor the M.P.H. of the strict school regard him as Nimrod's chosen son. For he knows little (and cares not much to learn) of the hard and ancient science of hunting the fox. The new-value of his daily life and actions does much to spoil his pleasure. The smallest mishap in the hunting field has sometimes been magnified into a disaster. "When he falls, he falls like Lucifer, never to rise again." How that sort of thing must torture a man so remarkably free from affectation, so anxious to be judged on his merits!

What of his life? There can be none harder to live, no future more difficult to prepare for, less easy to contemplate. All too many of the sweets of human existence reach him at last stale and diluted. As the years go on, the isolation both of his position in the civilised world and of his personal life is likely to increase. It is improbable that any man living at heart envies him his job. But his destiny is assured of the best possible chance of success in his hands.

His Destiny.

His strength is in his character, in his sense of duty, his dignity. His power lies in his charm and appeal to all with whom he comes in contact, whatever be their class, creed or race. And that charm, that appeal, are derived unquestionably from one cause—the Prince's utter freedom from affectation.

I doubt not he often reminds himself that in the normal course of nature he must one day carry on the labour of a very typical English gentleman of the old school; one who in a changing, feverish world saw where his stern duty lay and made restraint, self-effacement, and simplicity of life the key-notes of a rare patriotism.

The whole world to-day wishes the Prince consolation in a hard life of which he must at times feel utterly weary, and good luck in a great destiny which can never cease to give him pride.—*Evening Standard.*

WOMAN "OUTLAW."

RESTORED TO CITIZENSHIP.

DEPORTATION ORDER

REVOKED.

Mrs. Barbara Jackson-Lang, the woman who was declared to be an outlaw although she was a British subject, had her legal status fully restored to her on July 3rd.

Her solicitor, Mr. Savigny, received a letter from the Home Office, stating that the Home Secretary, "after considering all the circumstances, has revoked the deportation order made against your client in the name of Betty Isaacs on May 3rd, 1918."

Mrs. Jackson-Lang is a native of Germany, and in 1910 she was deported as an alien enemy. In 1920 she returned to England and married an Englishman.

Recently she was arrested and fined £2 at Marylebone for contravening the twelve-year-old deportation order, and it was then explained that as she was not permitted to enter either Germany or England she would have to spend her time going backwards and forwards on the North Sea.

"I am simply overjoyed at the news," said Mrs. Jackson-Lang to a *Daily Express* representative.

ORDERED THE "CAT"

20 LASHES FOR ATTACK ON A CONSTABLE.

Mr. Justice MacKinnon, at Durham Assizes, ordered 20 strokes of the "cat" to John Thomas Rutherford, aged 24, a joiner, who was found guilty of wounding Constable Simpson, at Whitburn, of robbery with violence, and of several charges of breaking and entering.

Rutherford was also sentenced to five years' penal servitude.

William Walter Williams (30), motor mechanic, found guilty of receiving stolen property, and pleading guilty to several charges of breaking and entering, in association with Rutherford, was sent to penal servitude for three years.

Rutherford and Williams were stated to have attacked a sixty years old man at Sunderland, and to have robbed him of a watch and other articles. Both men denied the charge.

In the second charge Rutherford was stated to have struck the constable several times on the head with a jemmy when he was caught in a motor garage.

PASSENGERS.

Arrivals.

The following passengers arrived here by the s.s. *President Cleveland* on July 30th:—Mr. J. Brittlebank, Mr. L. O. Chan, Mr. and Mrs. R. W. Clarkson, Mrs. H. Eickel, Mr. Tan Lo, Mrs. Lee Kui, Mr. Cheong Lee, Mr. Kui Lee, Master Loy Shing Lee, Mr. W. G. Lindsay, Mr. Cheung Lee, Mr. and Mrs. Henry Ong and family, Mrs. Ching Pau Shee, Mr. and Mrs. S. K. Young and two children.

Departures.

The following passengers left on July 31st for Manila by the s.s. *Empress of Canada*:—Mr. C. E. Anthony, Mrs. D. T. Ackerman, Mr. G. D. Belarmino, Miss C. M. Bantista, Miss L. Bantista, Mr. Chioe Kut, Mr. Cheung Kau Tin, Mr. Chui Chun, Mr. Cheung Ning, Miss Chiu Shem, Mrs. Chan Kuan Yee, Mr. C. G. de la Cruz, Mrs. Chan Yuk, Hon. L. J. Clifford, Mr. Eng Sing, Mr. Eng Loon, Miss A. Felaroca, Mr. E. L. Fernandez, Sister Edmaria Filke, Sister Dorothy Fox, Mr. J. F. Gleason, Miss J. G. Gray, Mr. Ho Tin, Mr. Hagma Singh, Mr. Hwang Tien Min, Miss H. Hyslop, Mr. and Mrs. F. L. Howard and infant, Mr. H. Howard, Miss J. Howard, Mr. Hugh P. Keng, Mr. Kong Cheung, Mr. K. Kobayashi, Mrs. K. Kubota, Miss D. Locke, Miss Lee Sin, Miss Lee Set, Mr. Lee Sun, Master Liong Fook, Mr. Leo Nai Sun, Mrs. Look See, Mrs. Leung Shee, Mr. Lee Chiu Bark, Mr. and Mrs. G. E. Lerrigo, Miss G. K. Lee, Miss A. Lee, Mr. and Mrs. Siao, Miss Alice Lee, Mr. and Mrs. A. J. McMahon, Miss C. McMahon, Mr. R. M. Macanaba, Dr. H. W. Miller, Miss N. McKim, Mr. T. K. C. U. T. K. Ng, Miss F. G. Ogilvie, Miss M. C. L. Pelizzo, Mrs. Jose Pac, Master B. J. Pac, Miss G. M. Pac, Mr. Po Kong, Miss Z. A. Pospoloni, Mr. and Mrs. E. Phipps, Miss E. Phipps, Mrs. A. Salonga, Master E. Salonga, Master R. Salonga, Mr. B. Samson, Mr. Sing Sam, Mrs. Iakko Shojibata, Mr. A. M. Slack, Rev. and Mrs. G. E. S. Updell, Master J. Updell, Mr. Y. Venues, Mrs. Wong Lin, Mrs. Wong Shee, Mr. F. Wallace, Mr. E. L. Whitney, Mr. Yam Chung Ting, Master F. Yam Master C. Yam, Miss Y. H. Yam, Miss M. S. Yam, Miss Y. Lai Wah, Master Yip Yuen Pui, Mr. Yang Jen Shou, Mr. Yu Yi Ting.

The following passengers departed by the s.s. *President Lincoln* for San Francisco via ports on July 31st:—Mr. J. A. Brown, Mr. E. L. Clewell, Mr. G. Baigrie, Mrs. A. O. Baigrie, Miss J. Baigrie, Dr. and Mrs. Monaster and two children, Mr. Lam Shui Wai, Mr. Lee Tong Sing, Mrs. Shau Shee, Master Kwan Quin, Miss Chang Yuen Oy, Mr. C. S. Tang, Mr. and Mrs. Hoh Yam Tong, Mr. Chan Fung Chow, Mr. Yee Sak Chan, Mrs. Lee Shee, Miss Yee Bo Ling, Lieut. Lao Healey, Mrs. D. J. Healey and two children, Mr. Do Hong, Mr. C. H. Chu, Mr. Y. Kadono, Mr. K. S. Chu, Mr. Ham Yut Fung, Mrs. Kee, Master P. K. Lee, Mr. Hsein Min Meng, Mr. Jack Ho, Dr. and Mrs. W. Williams, Mr. D. Menchaca, Mr. J. A. Murphy, Mrs. S. Richmond, Rev. W. L. Ziadia, Mr. J. Paulino, Mr. Quan Wan, Mr. T. Chang, Mrs. J. C. de Chang, Mr. Chan Hung Fai, Mr. Loh Ming Yiu, Mr. and Mrs. Wm. B. Monteith, Mr. P. S. Mann, Miss C. L. Laird, Mr. Hong Chack, Mr. Hong Chow, Miss Grace Chui, Miss B. Arnold, Mr. and Mrs. Chu Chia Hua, Mrs. Chan Woe Lan, Mrs. Lee Shau, Mr. I. V. Wah, Dr. and Mrs. C. C. Yung, Mrs. C. L. Lee, Miss E. Vignaskia, Mr. Chan Man Woon, Mr. C. W. Chu, Mr. and Mrs. C. C. Golden, Mr. and Mrs. T. Takada, Dr. P. I. de Jesus, Dr. M. Limon, Mr. P. R. McGrath, Mr. Z. Tizoon, Mr. and Mrs. Van Halvan, Mr. Yee Ngoon Chung, Mrs. Wong Shee, Mr. Fui Kiu Ting, Miss Ue Im Mooi, Mr. and Mrs. Manuel Chan, Mrs. Chas. Shanks, Mr. I. J. Daniels, Mr. F. E. Daniels, Mr. Lum Fun, Mr. Geo. H. Crane, Rev. Father Bioteau, Mr. S. H. Tan, Miss M. Baldwin, Miss Chau Yung Hing, Miss Chau Wei Hing, Mr. Sang Tung Shing, Mr. S. H. Chu, Mr. K. T. Chen, Mr. Ho Fook, Mrs. Ham Shee, Mr. Leung Wing Hing, Mr. T. K. Ling, Master Ling, Miss Sui Min Lee.

WOMAN MEDIUM IN DOCK.

GREAT INTEREST TAKEN IN LONDON PROSECUTION.

LONDON, July 16th. Society women, psychologists and scientists were present at the Westminster Police Court during the trial of Mrs. Cantlon, a well-known medium, who belongs to the London Spiritualists Alliance, Limited, on a charge of professing to tell fortunes. The secretary of the Alliance, Mary Phillimore, was charged with aiding and abetting. The prosecutor described the experience of Miss Wyles, a police woman, who was mentioned in connection with the Savidge case. Mrs. Cantlon assumed her control as a North American Indian white chief, and then speaking in broken English, indulged in pure and simple fortune-telling, such as is heard at Epsom Downs for less than the 17s. 6d. paid by Miss Wyles.

The hearing was adjourned.

BRITISH TREATY NEGOTIATIONS.

(Continued from Page 7.)

The British Government, Sir Austen continued, generally recognise the changed circumstances of the time and "I think we are entitled to expect, being animated with those liberal sentiments ourselves, to meet with an equally friendly attitude on the part of the Chinese Government."

Attitude To Manchuria.

An important statement was also made by Sir Austen on Manchuria. He said that Britain had never recognised Manchuria as anything but a part of China. Britain recognised that Japan had great interests in Manchuria and might well be anxious regarding the protection of her people there.

But British interest was in a united China under one Government, which could take and keep an obligation in a China with which Britain could negotiate and maintain a friendly settlement.

Britain, Sir Austen went on, did not desire to keep troops in China any longer than was necessary, but there were still precautions to be taken if the British Government was to discharge the duty it owed to British communities in China.

Consistent Policy.

Mr. Lloyd George, the Liberal Leader, rising at the conclusion of Sir Austen Chamberlain's address, said that the Foreign Secretary had adhered honourably to his previous declaration of policy in regard to China.

Mr. Lloyd George was delighted to hear Sir Austen's declaration about Manchuria and he expressed the hope that there was not going to be a question of the practical annexation of Manchuria by Japan. Mr. Arthur Ponsonby said that once the Nanking Government had been recognised by His Majesty's Government they would be in a position if they found themselves in difficulties in Manchuria to bring their grievances before the League of Nations and allow the League to settle any dispute which might arise between the Nationalist Government and Japan.

THEFT FROM SOVIET.

FLIGHT OF TRADE DELEGATE INTO EUROPE.

CONSTANTINOPLE.

The Soviet Trade Delegation here confirms the report that Ibrahimoff, the Russian trade delegate at Angora, Turkey, and a prominent member of the Communist Party left his post and entered Europe recently without leave. When he passed through Constantinople he took care to avoid the Soviet Mission.

The delegation declares that the sum of £10,000 is alleged to have been misappropriated and carried off by Ibrahimoff, but the figure is exaggerated.

Moscow is also having trouble with Arcos representatives at Smyrna, and has recalled five of two men have disappeared into Europe.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 31st.		Previous Day		On Day	
Day	at 2 p.m.	at 6 a.m.	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer...	29.55	29.17	29.59		
Temperature...	83	78	83		
Humidity...	72	80	63		
Wind...					
Direction...	S	SW	W		
Force...	3	0	2		
Weather...	C	0	C		
Rain...	0.00	0.00	0.0		
Highest open-air Temperature, 30th: 80					
Lowest open-air Temperature, 1st: 82					

HONG KONG TIDE TABLE.

From August 1st to 7th, 1928.

High Water.		Low Water.	
Day	Time.	Day	Time.
Wed.	1 h. 8 m.	Wed.	1 h. 2 m.
Thur.	10.42	Thur.	10.42
Fri.	11.10	Fri.	11.10
Sat.	11.32	Sat.	11.32
Sun.	11.54	Sun.	11.54
Mon.	12.16	Mon.	12.16
Tues.	12.38	Tues.	12.38

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM UNITED KINGDOM
VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "AENEAS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 30th July.
Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's Arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and 1.00 p.m. within the Free Storage period.
No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 8th August, will be subject to Rent.
All Claims against the Vessel must be presented to the Underwriter on or before the 30th August, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
30th July, 1928. [5636]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "FULDA"
having arrived from BREMEN, HAMBURG and ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.
All Goods remaining undelivered after the 4th of August, 1928, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ayle at 10 a.m. on the 3rd of August, 1928.
No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.
Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.
MELOCHES & CO., Agents.
HONG KONG, 28th July, 1928. [5637]

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "TALMA"
having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, 1928, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 1st August, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 16th August, 1928, or they will not be recognised.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.
JEBSEN & CO., Agents.
Hong Kong, 26th July, 1928. [5647]

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TALMA"
having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as soon as the Goods are landed.
Goods not cleared by 7th Aug., 1928, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.
All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised

CHINA NAVIGATION COMPANY, LIMITED.

WEIHAIWEI & TIENTSIN	"HUICHOW"	On 1st Aug.	5 a.m.
SWATOW & SHANGHAI	"OINKIANG"	On 2nd Aug.	3 p.m.
SHANGHAI	"CHENAN"	On 3rd Aug.	8 p.m.
SHANGHAI & TIENTSIN	"SUIYANG"	On 4th Aug.	5 a.m.
HONGKONG, PAKHOI & HAIKONG	"TEAN"	On 5th Aug.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 6th Aug.	1 p.m.
AMOI, SWATOW & SINGAPORE	"AN FONG"	On 6th Aug.	9 a.m.
SWATOW, SHANGHAI, NEW	"LUCHOW"	On 6th Aug.	Noon
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG"	On 7th Aug.	5 a.m.
SWATOW & SHANGHAI	"LINAN"	On 9th Aug.	2 p.m.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 11th Aug.	5 a.m.
WEIHAIWEI, CHEFOO &	"KWEICHOW"	On 11th Aug.	4 p.m.
TIENTSIN	"KWEIYANG"	On 12th Aug.	10 a.m.
HONGKONG & BANGKOK	"KALGAN"	On 13th Aug.	1 p.m.
SWATOW & BANGKOK	"KANOHOW"	On 13th Aug.	Noon
SWATOW, SHANGHAI, NEW	"AN KING"	On 14th Aug.	3 p.m.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTIE" & "TAIPING"

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMSHIP	DEPARTURE FROM HONG KONG	ARRIVAL AT SYDNEY
CHANGTIE	7th August	17th August
TAIPING	14th September	14th September
CHANGTIE	7th September	18th October
TAIPING	8th November	18th November

For Freight and Passage apply to—BUTTERFIELD & SWIRE, Agents.

BOSTON, NEW YORK AND BALTIMORE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE"	Via Suez Canal	7th August
S.S. "LYCAON"	Via Suez Canal	24th August
S.S. "PREMIUS"	Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th October

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to—BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TC

BOSTON AND NEW YORK

S.S. "ROYAL PRINCE"	... 22nd August
M.V. "JAVANESE PRINCE"	... 16th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnessprince. King's Building.

MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

To Yokohama via Shanghai and Kobe.

PAUL LECAT	1st Aug.	CHENONCEAUX	1st Aug.
ANDRE LEBON	14th Aug.	PORTHOS	14th Aug.
CHENONCEAUX	28th Aug.	ATHOS II	28th Aug.
PORTHOS	11th Sept.	D'ARTAGNAN	11th Sept.
ATHOS II	25th Sept.	SPHINX	25th Sept.
D'ARTAGNAN	9th Oct.	G. METZINGER	9th Oct.
SPHINX	23rd Oct.	PAUL LECAT	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEBON	6th Nov.
PAUL LECAT	20th Nov.	CHENONCEAUX	21st Nov.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said, or Djibouti.

For DUNKIRK via Port Said, Oran, Ouessant, Hamburg, Rotterdam, (Antwerp):

S.S. "MIN" ... 4th August.

For Full Particulars, apply to—

Cie des Messageries Maritimes

Telephone: C. 621 and 740. 3, Queen's Building.



MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

To Yokohama via Shanghai and Kobe.

PAUL LECAT	1st Aug.	CHENONCEAUX	1st Aug.
ANDRE LEBON	14th Aug.	PORTHOS	14th Aug.
CHENONCEAUX	28th Aug.	ATHOS II	28th Aug.
PORTHOS	11th Sept.	D'ARTAGNAN	11th Sept.
ATHOS II	25th Sept.	SPHINX	25th Sept.
D'ARTAGNAN	9th Oct.	G. METZINGER	9th Oct.
SPHINX	23rd Oct.	PAUL LECAT	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEBON	6th Nov.
PAUL LECAT	20th Nov.	CHENONCEAUX	21st Nov.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said, or Djibouti.

For DUNKIRK via Port Said, Oran, Ouessant, Hamburg, Rotterdam, (Antwerp):

S.S. "MIN" ... 4th August.

For Full Particulars, apply to—

Cie des Messageries Maritimes

Telephone: C. 621 and 740. 3, Queen's Building.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

July 29th.

Chatham, British str., 3,256 tons, Capt. Anderson, from Keelung, which port she left on July 26th, with a cargo of coal, lying at Stonecutters.—M.B.K.

Fulcrum, Dutch str., 707 tons, Capt. E. de Munck, from Canton, lying at Taikoktsai.—A.P.C.

July 30th.

Lushan Maru, Japanese str., 1,057 tons, Capt. S. Kusakari, from Swatow, with a general cargo, lying at buoy No. C18.—N.Y.K.

President Cleveland, American str., 14,123 tons, Capt. George W. Yardley, from San Francisco and ports. She left San Francisco on July 8th, with 8,500 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Propper, Norwegian str., 1,370 tons, Capt. E. W. Engbrechtsen, from Swatow, with a general cargo, lying at buoy No. C14.—K. Larsen & Co.

Sunning, British str., 1,570 tons, Capt. R. Robertson, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Scale, Norwegian motor ship, 1,354 tons, Capt. P. J. Stolen, from Swatow, in ballast, lying at Yumati.—Williamson.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Autau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi & Co.

July 31st.

Chenan, British str., 1,355 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B9.—B. & S.

Derwent, Chinese str., 1,023 tons, Capt. E. Kiedke, from Hoihow, with a general cargo, lying at buoy No. C14.—Chau Yue Tong.

Eva, German str., 856 tons, Capt. V. Jessen, from Samardinda, with a cargo of coal, lying at Stonecutters.—Geo. Grimble & Co.

Mau Sang, British str., 2,063 tons, Capt. G. F. Matthews, from Sandakan, which port she left on July 25th, with timber and general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Tean, British str., 1,351 tons, Capt. E. H. Histed, from Hoihow, with a general cargo, lying at buoy No. B9.—B. & S.

Tetsuan Maru, Japanese str., 1,240 tons, Capt. M. Muira, from Keelung, which port she left on July 28th, with a cargo of coal, lying at buoy No. B51.—M.B.K.

CLEARANCES.

July 31st.

Aisawa Maru, No. 24, for Keelung.

Chenan, for Canton.

Empress of Canada, for Manila.

Eva, for Canton.

Hai Yang, for Swatow.

Huichow, for Weihaiwei.

Lee Cheung, for Shanmi.

Lushan Maru, for Canton.

Phranang, for Hoihow.

President Cleveland, for Manila.

Shiru Hing, for Macao.

Tetsuan Maru, for Canton.

Tjiliboet, for Macassar.

Yung Fu, for Whampoa.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.54 a.m.	7.04 p.m.
To-morrow	5.55	7.03
Friday	5.59	7.03

OVERLOADED SHIPS.

WIDE EVASION OF SAFETY LINE.

BOARD OF TRADE ACTION.

The Daily Mail of July 9th publishes details of a determined effort now being made by the Mercantile Marine Department of the Board of Trade to prevent overloading of British ships, a practice found to be prevalent in foreign ports.

Every British ship carries on each side amidship the Plimsoll line, which shows the maximum depth to which the ship may be loaded.

It is called after the late Mr. Samuel Plimsoll, who was M.P. for Derby from 1863 to 1890. He carried on a vigorous campaign against sending unseaworthy ships to sea and succeeded in getting the load line made compulsory.

Following the loss of the Eastway, in the North Atlantic in October 1923, as a result of overloading to the extent of 13in., the Board of Trade instituted inquiries to ascertain how far this was an isolated case.

While from a few ports the reports were reassuring, from many quarters came information definitely establishing that overloading was prevalent in many parts of the world, particularly in the American coastal trade, Mexican Gulf, St. Lucia, and in the River Plate.

Profitable Voyages.

The British consul at Norfolk, Virginia, United States, found that probably 50 per cent. of the ships leaving that port are loaded above the Plimsoll mark. He has even received reports from seamen that overloading to the extent of a foot is common.

From the information received by Board of Trade it appears that this practice is due to rapacity of some shipowners, who insist on shipmasters carrying maximum cargoes.

In some cases a vessel on her maiden trip is put in charge of an old master who, anxious to please the owners, loads her beyond her proper capacity to show a highly profitable voyage. The precedent created, subsequent masters find themselves with no alternative but to continue the bad practice.

It is even stated that masters who refuse to obey owners' instructions in this matter are liable to lose their posts and find it difficult to obtain re-employment when the reason for their dismissal is made known.

In one case a former shipmaster says he was told by the owners that he would be expected to overload when abroad.

But all the evidence collected goes to show that the vast majority of shipmasters cordially dislike overloading and would be only too glad to be placed in such a position that they could refuse to meet the owners' demands without losing their posts.

The trouble is largely caused by foreign steamers which habitually overload and therefore compete unfairly with British ships. It is asserted that Greek steamers are the principal offenders.

It also seems clear that overloading on the part of both British and foreign ships in British ports is by no means unusual.

First Essential.

The Board of Trade, is therefore of the opinion that a first essential is to secure some loading standard which could be accepted by all nations, and it is suggested that an international conference might be called in the near future to discuss this possibility.

A committee of Board of Trade experts and representatives of the shipping classification societies is now sitting. It is considering what modifications of the existing load line tables are necessary and also whether it may be desirable to introduce special load lines for timber carriers and oil-tankers.

In submitting its conclusions to the Chamber of Shipping for their observations, the Board of Trade makes a number of suggestions as to means whereby the present position might be improved. The conclusion reached is that the first object should be to impress on all those concerned that overloading does not pay.

Cancellation Of Certificates.

It is suggested that the help of owners, classification societies, and underwriters should be enlisted, and that greater publicity should be given to loading particulars by making it easy for the crew of a vessel to understand the published details of her burden.

Further, the Board believes that shipmasters would be assisted to resist demands made on them by owners to overload their vessels were their certificates made liable to cancellation on a conviction for an offence in this respect.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

Some changes in the existing legislation are also considered desirable. These are the increasing of the present penalty of £100 for an offence against the loading regulations, and the insistence that foreign ships using English ports should be provided with a generally understood load line, power being given to detain those ships offending against the regulations.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

No.	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "FOOSHING" "CHAKSANG" "YATSHING"	Wed., 1st Aug., at Noon Sun., 5th Aug., at Noon Wed., 8th Aug., at Noon Sun., 12th Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"NAMSANG"	Sun., 5th Aug., at 7 a.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG"	Fri., 17th Aug., at 7 a.m.
CANTON	"CHAKSANG" "CHEONGSHING"	Thurs., 2nd Aug., at 8 a.m. Fri., 3rd Aug., at 9 p.m.
STRAITS & CALCUTTA	"HOSANG" "KUTSANG"	Mon., 6th Aug., at 3 p.m. Mon., 13th Aug., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Tues., 7th Aug., at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE"	... (via Oran)	12th Aug.
Motor Vessel "GLENOGLE"	... (via Oran)	11th Sept.
Motor Vessel "GLENAMOI"	... (via Oran)	15th Sept.
Motor Vessel "GLENAPP"	... (via Oran)	31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOI"		10th Aug.
Motor Vessel "GLENLUCE"		11th Aug.
Motor Vessel "GLENABBY"		1st Sept.
Motor Vessel "GLENAPP"		14th Sept.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:	
Cabin class	... £73.
Intermediate class	... £48.
THROUGH BOOKINGS TO LONDON; FARE FROM HONG KONG TO LONDON:	
Cabin class	... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Grandon"		departure 15th August
Pass. M.S. "FULDA"		departure 24th August
Freight S.S. "MAIN"		departure 9th Sept.
Pass. S.S. "TRIER"		departure 22nd Sept.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

* Will Call at Havre after Marseilles.

◀ Through Bills of Lading Issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class	... £75.00.
Intermediate class	... £45.00.

Freight S.S. "Schlesien" due here 24th August

Pass. S.S. "TRIER" due here 29th August

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4557. 3, Chester Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of the High Class Coast Steamers, Sailings subject to alteration without notice.

SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAINING		Friday, the 3rd Aug., at 3 p.m.
HAICHING		Tuesday, the 7th Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) on the 1st and 15th of the month. The same Steamers at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STRACKERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 9	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPERESS OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPERESS OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPERESS OF RUSSIA	Feb. 17	Feb. 20	Feb. 23	Feb. 25	Mar. 5

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

£120: First class throughout.

£112: First class Pacific and rail, Cabin class Atlantic.

£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 21	Aug. 23	EMPERESS OF RUSSIA	Aug. 24
Aug. 4	Sept. 6	EMPERESS OF ASIA	Sept. 7

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £83, VIA SAN FRANCISCO.
£120, £112, £110, £102, £83, VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU (Call Los Angeles) ... Wednesday, 8th Aug.
TENYO MARU ... Tuesday, 21st Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

ATSUTA MARU ... Saturday, 11th Aug.
KASHIMA MARU ... Saturday, 25th Aug.

SYDNEY & MELBOURNE via Manila & Port.
MISHIMA MARU ... Wednesday, 22nd Aug.
TANGO MARU ... Wednesday, 19th Sept.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Saturday, 11th Aug.
TOTTOBI MARU (omit Penang) ... Monday, 28th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

ANYO MARU ... Saturday, 18th Aug.
SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Port.

BINGO MARU ... Wednesday, 1st Aug.
NEW YORK & BOSTON via PANAMA.

CAUCUTIA MARU ... Thursday, 16th Aug.
LIVERPOOL via Port Said, Genoa & Marseilles.

DELAGO MARU (Call Glasgow) ... Friday, 17th Aug.
CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Wednesday, 8th Aug.
PENANG MARU ... Sunday, 19th Aug.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.
SUWA MARU ... Monday, 6th Aug.
NAGATO MARU (Mojik direct) ... Friday, 10th Aug.
GENOA MARU ... Friday, 17th Aug.

+ Cargo only. Subject to alteration without notice.
For further information, apply to
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchange to all Dept.).

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 2nd August, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. York Buildings, Cross Street.

Shipping News Daily Statement, Waterfront News,
Vessels Expected, etc.YESTERDAY'S FREIGHT
RETURNS.

IMPORTS DECREASE.

THROUGH CARGO NORMAL.

Although there were seventeen arrivals and twenty departures during the period ending at 9 a.m. yesterday general cargo for this port was low compared with the previous day.

Through freights also showed a decrease of nearly 5,000 tons. There were seven British arrivals and eight departures, while British ships were amongst the best cargo carriers.

Eleven vessels discharged 7,897 tons of merchandise of which five British ships contributed 4,636 tons. The best returns were shown by the s.s. Daihu Maru with 3,000 tons of limestone from Kwun Yuen, and the s.s. Talma (British) from Osaka and Moji with 1,501 tons of general cargo. Through freights carried by ten vessels amounted to 13,499 tons and seven British ships contributed 10,318 tons.

The best carrier was a British ship—the s.s. Chatham with 5,774 tons of coal from Hongkong, and the next best the s.s. Rhina (German) with 2,746 tons of general cargo from Hamburg and Shanghai.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	8
Japanese	2	2
Norwegian	2	1
Chinese	4	6
Dutch	1	2
German	1	0
American	0	1
Total	17	20

VESSELS EXPECTED.

American Mail Line.
President Madison, August 3rd.

Australian-Oriental Line.
Changte, August 7th.
Taiping, September 7th.

Bank Line.
City of Kharatou, August 4th.
City of Evansville, August 10th.
City of Halifax, August 17th.
City of Kioia, September 1st.
City of Lincoln, September 14th.
City of Eastbourne, October 10th.

Benalder, to-morrow.

British-India and Apcar Line.
Warfield, August 10th.
Takawa, August 15th.
Tilawa, August 15th.
Takada, August 30th.
Talamba, September 3rd.

Butterfield & Swire.
Suigang, to-day.
Luchow, August 3rd.

Canadian Pacific Line.
Empress of Canada, August 5th.

East Asiatic Co., Copenhagen.
Danmark, August 24th.
Asia, September 6th.
Chile, September 21st.

Eastern and Australian Lines.
Arafura, to-day.
Tanda, August 8th.
St. Albans, September 3rd.

Glen Line.
Glenamoy, August 10th.
Glenluce, August 11th.
Glenhane, August 12th.
Glenagarry, September 1st.
Glenapp, September 14th.

Prince Line.
Royal Prince, August 22nd.
Japanese Prince, September 16th.

Swedish East Asiatic Co., Ltd.
Japan, August 22nd.
Sumatra, August 31st.

Blue Funnel Line.

Bellerophon, August 8th.

Phenias, August 7th.

Gladius, August 10th.

Teucer, August 16th.

Citharus, August 16th.

Automedon, August 18th.

Antiochus, August 20th.

Philoctetes, August 21st.

Eleonor, August 22nd.

Sarpedon, August 23rd.

Lycan, August 24th.

Tyndareus, September 2nd.

Orestes, August 31st.

Aeneas, September 4th.

Meneleus, September 7th.

Eurylochus, September 7th.

Achilles, September 18th.

Telamon, September 19th.

Patroclus, September 20th.

Proterclus, September 23th.

Meriones, September 23th.

Malatrop, September 23th.

Atalanta, October 9th.

Onfa, October 15th.

Polylchus, October 15th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

Agamemnon, October 17th.

DAILY WATERFRONT
NEWS.

MARINE NOTICE.

[BY LONGSHOREMAN.]

In a notification posted at the Harbour Office to Mariners it is stated that in the vicinity of Lat. 22° 18' 11" N. and Long. 114° 9' 17" E. a depth of two feet less than is marked on the chart may be obtained (Chart No. 1459).

Asiatic Deck Passengers.

Ten vessels brought 718 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada (from Manila) is due at Hong Kong at 9 a.m. on Sunday, August 5th, and will berth at Pier No. 3, Kowloon Wharf. She will leave for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at 6 a.m. on Wednesday, August 8th.

The B. & S. s.s. Suigang left Shanghai on July 28th (via Swatow) with 75 packages of mails for Hong Kong, and is due to arrive here to-day (Wednesday).

The B. & S. s.s. Luchow left Shanghai on July 30th (via Swatow) with 150 packages of mails for Hong Kong, and is due to arrive here on Friday, August 3rd.

The m.v. Hendelberg (Hamburg-Amerika Line), left Singapore on July 29th, via Manila, and is due at Hong Kong on or about Monday, August 6th.

WORLD'S PREMIER PORT.

TILBURY NEW WORK A YEAR
AHEAD OF TIME.

Remarkable progress has been made with the gigantic works which are being carried out for the Port of London Authority at Tilbury Docks, and every section is ahead of schedule time.

When this £2,750,000 scheme was authorised two years ago it was stated that it would take four years to complete, but so splendidly has the work been organised by the contractor and the engineer, Mr. Frederick Palmer, president of the Institute of Civil Engineers, that the following approximate times for completion are now given:

New dry dock.—Before the end of the present year.

New dock entrance.—Before the end of next summer.

New landing stage for ocean liners.—A little more than a year from now.

Vessels of any size will come alongside the landing stage at any time of the tide, for there is to be at least 35 ft. of water at low tide, and the pontoon will rise and fall with the ebb and flow of the river. The Authority has arranged for the new graving dock to be extended to take any size vessel afloat, whatever the developments in ship-building may be. It is now almost ready to let the water in, and it will be possible to fill it in half an hour and to pump it dry in two hours.

When the Tilbury and the Millwall and India docks work is finished the Port of London will be equipped against all others as the premier port of the world.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT	ELLERMAN LINE
"CITY OF TOKIO" ... Havre, London, Rotterdam, Hamburg & Glasgow	2nd August
"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg	24th August
"CITY OF HALIFAX" ... London, Rotterdam & Hamburg	2nd September

BOSTON, NEW YORK & BALTIMORE

"CITY OF EVANSVILLE" ... via Suez Canal	7th August
"CITY OF LINCOLN" ... via Suez Canal	5th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON NEW YORK & HAVANA	AMERICAN & ORIENTAL LINE
"MYRTLEBANK" ... via Suez Canal	2nd September

MAURITIUS & SOUTH AFRICA

"TINHOW" ...	14th August
--------------	-------------

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Moçambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderburg Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—
Telephone: Central 191.
THE BANK LINE, LTD.

P. & O., British India
Apcar and
Eastern & Australian
Lines

